

THE Hongkong Weekly Press

AND China Overland Trade Report.

VOL. LVI.]

HONGKONG, SATURDAY, 2ND AUGUST, 1902.

No. 5

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BIRTHS.

On the 17th July, at Swatow, the wife of ULICK WINTOUR, I.M. Customs, of a son.

On the 22nd July, at 20, Whangpoo Road, Shanghai, the wife of Dr. FAULUN, of a daughter.

On the 24th July, at No. 115, Bubbling Well Road, Shanghai, the wife of C. GILBERT DAVIES, of a son.

DEATHS.

On the 10th July, at Weihaiwei, drowned whilst bathing, CHARLES G. ROBERTS, missionary, aged 25 years.

On the 21st July, at the General Hospital, Singapore, WILLIAM FENN ELVEY, aged 44 years.

On the 22nd July, at the General Hospital, Shanghai, JOHN WHITE, V.C., late 93rd Highlanders, aged 78 years.

On the 24th July, at the Shanghai General Hospital, JEANNE CHARLOTTE, wife of Mr. W. J. HUNNEX, aged 43 years.

At "Raceview Cottage," Singapore, VICTOR, son of JOHN PEREIRA, aged 5 years.

Hongkong Weekly Press

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

ARRIVALS OF MAIL.

The French mail of the 27th June arrived, per M. M. steamer *Polynisien*, on the 29th July (32 days); the Canadian mail of the 19th June arrived, per C. P. R. steamer *Empress of China*, on the 30th July (40 days); and the English mail of the 4th July arrived, per P. & O. steamer *Chusan*, on the 1st August (28 days).

EPITOME OF THE WEEK.

Count Matsukata has visited Count Lamsdorff.

Prince Tsai Chen has departed home via America.

The next Red Cross Congress will take place at Tokyo.

An Imperial Decree, dated the 27th ult., appoints Chang Chio Imperial High Commissioner of Commerce.

The German Navy office has agreed upon a new type of river gunboats for China. The boats will be of 170 tons and a depth of 61 centimetres.

The Korean Government is now enforcing quarantine regulations at Chemulpo on all vessels arriving from or by way of China ports and Hongkong.

Lord Cranborne states that the Government will certainly insist upon equality of treatment for British, French, and German postal packages to China.

The St. Petersburg jingo paper, the *Novoe Vremya*, says that now is the time for Russia to act in Corea. She has studied the peninsula quite enough and possesses more information than Japan does about it.

A telegram to Japan from Peking informs of a constant interchange of communications between Russia and China in regard to the evacuation of Manchuria by the Russian troops. The despatch comments on the fact that Russia seems in no hurry to bring this about. What then is to be made of Count Cassini's "assurance" to Washington?

O Patriota of the 30th ult. states that of late large quantities of arms have been imported into Macao, and adds that their supposed destination—the arms not being required for use in Macao—is the interior of China. The journal comments on the complications that might arise for the Portuguese Government, and draws the attention of the Ministry of Marine to the matter.

It is reported from Peking that certain French and Russian capitalists have lately been trying to obtain from the Department of Railways and Mines in the capital a concession to construct a railway between Foochow and Hankow. The proposed railway on leaving the Fohkien frontier will enter and pass through Kiangsi and thence into the Hupeh provincial boundaries. The Foochow-Hankow Railway will not touch the proposed Canton-Hankow, or Yueh-Han Railway, which will pass through Hunan province and thence into Hupeh.

It is reported from Kaifeng, the capital of Honan (says the *N.-C. Daily News* in its Notes on Native Affairs), that certain employees of the Peking Syndicate, which has large mining and other concessions in the two provinces of Shansi and Honan, have been recently visiting Kaifeng, whence it has been learned that the syndicate may probably begin opening certain mines in Huaichingfu prefecture (Honan province) in the coming autumn, and that in connection with the mines a short railway will also be tentatively constructed.

M. Doumer is on visit to Russia with the intention of submitting to the Tsar and the heads of the Russian naval and military departments his views on the Franco-Russian situation in the Far East.

The *New York Tribune* and *Sun* discuss from an unfavourable point of view Captain Rosehill's claim to Marcus Island. The *Standard's* correspondent says that the disposition is plain on the part of the United States to avoid all contention with Japan. The Tokyo correspondent of the *N.-C. Daily News* telegraphs:—In consequence of the news that Captain Rosehill is about to leave Honolulu with a party to take possession of Marcus Island, the Japanese Government have sent thither the warship *Kasagi*, with a diplomatic official on board.

The *N.-C. Daily News* says in its "News on Native Affairs":—Intimate friends of the enlightened Viceroy Tao Mu of the Two Kwang provinces, whose resignation was recently accepted, state that H.E. was forced to abandon public life owing to the bitter and determined hatred of the palace eunuchs, who thwarted H.E. in every way they could and incessantly and maliciously slandered and traduced him before their Majesties. Finding that he could do no good to his country while the eunuchs held sway in the palace precincts, H.E. put up the usual Chinese plea of illness, and so got permission to resign office. The cause of this vindictive hatred of the eunuchs was owing to a suggestion of Viceroy Tao Mu for the abolition of eunuchs from the palaces for ever.

The *Times* Shanghai correspondent states that negotiations for a commercial treaty between Great Britain and China are practically concluded, and that a draft of the proposed treaty has been unconditionally accepted by China. Great Britain has expressed her willingness to support China in her policy of reform. China will open Kongmun, Changsha, Ngankin, Wanhhsien, and Waichow as treaty ports. There is now only the article abolishing *lekin* which awaits British approval. It is stated that the *quid-pro-quo* to China for the abolition of *lekin*, is a surtax which will make the taxation on foreign imports between ten and eleven percentage *ad valorem*, according to the present system of valuation. The commercial community at home is said to be satisfied with the new treaty.

The *Ban Hin Guan* collided with the *Prins Alexander* near the Muar on Tuesday, the latter steamer sinking, with a loss of 90 lives. The *Ban Hin Guan* is an iron screw steamer of 449 registered tons and 199 net tons. She was built and engined at Glasgow in 1878 by the firm of T. Wingate, and was owned by Mr. Lim Ho Puan, Singapore. Her dimensions are:—Length, 18 ft.; breadth, 22 ft.; depth, 10 ft. 9 in. The *Prins Alexander*, which was owned by Mr. Lim Tjip Hiang, of Singapore, was built and engined in 1872 at Port Glasgow by Blackwood and Gordon. She was a larger steamer than the *Ban Hin Guan*, having a gross tonnage of 1,009 and a net tonnage of 728. Her length was 140 ft., breadth 30 feet and depth 17 ft. Neither steamer latterly was classed in Lloyd's Register. The Muar is a river flowing into the Strait of Malacca through Johore and Negri Sembilan, where it rises. Its mouth is in 2 deg. 3 min. N.

THE ABOLITION OF LEKIN.

(Daily Press, 29th July.)

The statement telegraphed by REUTER as having been made by the *Times* correspondent at Peking, to the effect that "China had agreed to abolish *lekin* dues throughout the Empire in return for an increase in the import and export duties," is, we fancy, a little premature or a little vague. It is conceivable that China would not be averse to abolish *lekin* in return for permission to impose a substantial addition on the import and export duties. It would be so easy, in the opinion of the Chinese official, to bury *lekin* and resuscitate the tax under another plausible-sounding name. A tax by any other name would smell just as fragrant to the mandarin: he could therefore concede the name and conserve the game, by levying a war-tax in place of the *lekin*. It was no doubt in reference to the reported acceptance of this proposal that on the 19th inst., Lord LANSDOWNE, speaking in the House of Peers, said that he had received from Sir JAMES MACKAY a hopeful proposal which promised to prove a basis for the arrangement of this question, but before accepting this proposal the Government would consult the best authorities both in Great Britain and China. As we remarked at the time, this was a very sound and prudent step. Too much enquiry or too much consideration could hardly be given to this question. It has many sides and bristles with difficulties on each. Were it possible to accept Chinese pledges or to repose the slightest confidence in Chinese assurances, then the path of the diplomatist would be greatly smoothed; but seeing that the Celestial Government only enters into Treaties as a means of pacifying insistent Western demands, with a set design to minimise all the concessions or conditions as far as possible by any means short of actual force, it is a perilous and thankless task to attempt to bring it to terms. It is difficult indeed, at the moment, to suggest any form of guarantee the Peking Government could be made to give that would prevent it from lightheartedly creating a new tax to take the place of the obnoxious *lekin*. In the salt and opium-barriers, which it has not been proposed by foreigners to abolish, they would have all the requisite machinery for the collection of a new duty, which would at once take the place of *lekin* and possibly a single even more troublesome. If it be for one moment supposed that the existing Chinese Government is one whit more scrupulous, one degree more civilised than that which for forty years continuously and unblushingly violated the stipulations of the Treaty of Tientsin, why then it will be well to dispel this illusion, to banish this idle dream. The Chinese as a people or as a Government do not progress; they will not even advance along the line of least resistance if it be at all apparent that such advance in any way commits, or is calculated to commit, them to a change in the habits, customs, or policy to which they have adhered for the last two thousand years. Those persons who cherish the idea that sooner or later the Chinese will march willingly and determinedly along the path of progress as the Japanese have done will, we think, be undecieved at length, and the sooner the better. There is no desire for change of any kind in China, and all the changes effected are entirely, or almost entirely, the result of external pressure. And most immutable of all things, we think, in China will prove the policy of its rulers. The same weapons of dissimulation and procrastination which have answered so well

in the past in dealing with the benighted foreigner will be used again and again. Having served so well during past intercourse with foreign Powers, what need, they will ask, to change their tactics? To promise and not to perform; to give contracts to the greediest and keep all the Powers competing for their favours; to cringe to-day and to be insolent to-morrow, when a supporter has been found, in return for a fancied concession: these will be the tactics of the Government of Peking, and it may be well, therefore, if such a thing be possible, to get the terms of the new commercial agreement laid down with a precision that will at least afford no pretext for the evasion that will surely be attempted.

THE COMMERCIAL TREATY.

(Daily Press, 1st August.)

We are told by REUTER's telegram of the 29th July that the commercial community at home is well satisfied with the terms of Sir JAMES MACKAY's agreement with China. We have had but a few outlines of the final form of this agreement, though we learnt a few days ago that China had unconditionally accepted the draft of the proposed treaty. The latter expression, however, is in no danger of misleading us into thinking that China has given in to all that Great Britain has asked for, since we are already acquainted with the previous abortive attempts to arrive at harmony. What REUTER gives us as the main points of the new treaty are these. China has agreed to abolish *lekin* taxes throughout the Empire, in return for consent to a surtax which will bring the taxation on foreign imports up to between ten and eleven per cent. *ad valorem*, according to the present system of valuation. China will also open the five new Treaty ports of which we spoke yesterday. Great Britain, on the other hand, has "expressed her willingness to support China in her policy of reform." We wrote in our issue of the 29th ultimo on the subject of the abolition of *lekin* and did not find it possible to hope much from the abolition of the dues, it being practically certain that the local officials would find some means of exacting the same charges under a different name. How Sir JAMES MACKAY's treaty proposes to guard against this we cannot tell. We fear that the vast difficulty of the operation lightly called "the abolition of *lekin*" cannot be expected to strike those who have not at least passed a considerable part of their life in China ports. The best authorities in Great Britain and China are to be consulted, Lord LANSDOWNE said on the 19th July, before accepting the proposal of Sir JAMES MACKAY. Yet the treaty is spoken of now as if it were practically arranged. Perhaps Lord LANSDOWNE intended to convey that the authorities would be consulted on the manner in which the abolition of *lekin* was to be carried out. We fear in that case that they may have some difficulty in arriving at a satisfactory agreement. In some ways there is hardly a more revolutionary step which would be suggested in Chinese administration than this attempt to do away with the immemorial "squeeze" of the provincial authorities. Having obtained from China the promise to abolish the vexatious imposition, we shall be worse than foolish if we grant what is after all a very large surtax on our imports and then allow a tax similar to *lekin* to creep in again. Yet, as we have already said, it is difficult to suggest any form of guarantee the Chinese Government could be made to give that would prevent it from creating a new tax to take the place of *lekin*. There are already the salt and

opium-barriers, about the abolition of which we have heard nothing, which could readily be converted into a new kind of *lekin*. On the whole, it seems probable that before the treaty is actually signed, the whole *lekin* question will be thoroughly gone into at home, with the assistance of expert advice from European commercial men in China. And we should not venture to prophesy that the result of the deliberations will necessarily be the abolition of *lekin*.

One other point in the terms of the agreement, as announced telegraphically, also fails to inspire much satisfaction. Great Britain has expressed her willingness to help China in her policy of reform. This is diplomatic language, but it seems rather absurd to talk of China's policy of reform. Since the return of the Imperial Court to Peking it is the reactionaries, not the progressives, who have been gaining strength, and it would seem therefore to need much more than our "willingness to help" to enable the few enlightened officials to start China on the way to reform. It looks improbable that any reforms not specified in treaties will be carried out in China for many years yet to come.

NEW TREATY PORTS.

(Daily Press, 31st July.)

Writing on the 27th of last month the *London and China Express* said:—"In the negotiations for the revision of the commercial Treaty with China now in process by the Commission presided over by Sir JAMES MACKAY at Shanghai, it seems to be virtually agreed—and to be the only definite issue achieved so far—that eight new Treaty ports will be created. The Chinese, however, have not entirely acquiesced at the present. The ports, if they may all be so termed, are Shuntien-fu (Peking), Changha and Changte in Hunan, Ngankin in Anhwei, Hukou in Kiangsi, Chengtu and Hsuehou in Szechuen, and Chiangmen-hsien (?) in Kwangtung." REUTER's telegram of the 28th instant, appearing in to-day's issue, announces definitely that China will open Kongmun, Changsha, Ngankin, Wanhhsien, and Waichau. Three of these five can be identified in the list of eight given in the *London and China Express*, namely Kongmun (Kwangtung)—if we can assume that Chiangmen-hsien is the same—Changsha (Hunan), and Ngankin (Anhwei). Kongmun is familiar as one of the West River stages, situated in the Canton Delta and of considerable commercial importance already. Changsha is the capital of its province, lying on the right bank of the Hsiang-kiang, 190 miles SSE of Ichang, and is a walled industrial city with a population of some 300,000. Ngankin is another provincial capital and lies on the left bank of the Yangtze, about one hundred miles from the port of Wuhu. Wanhhsien, the fourth place in REUTER's list, is situated in Eastern Szechuen, on the left bank of the Yangtze. It has been known as a seat of the China Inland Mission since 1887. Waichau, or Weichow, is an important addition. The town is of some size and will be remembered as the headquarter of the "Triad Rebellion" of last year. The Chinese opposition to the opening of Peking as a Treaty port was known to be very strong, and it is not surprising that we should miss the name of the metropolis from among those of the new "ports." The opening of Changsha was no doubt upheld by the Chinese as sufficient for the province of Hunan at the present moment, without the addition of Changte, on the western side of the Tungting Lake, though as that

town lies nearly forty miles below the commencement of the rapids and is accessible all the year to junks of considerable size, its opening would seem a distinct gain to commerce. Hukou, or Hekou, lies twenty-four miles east of Kiukiang, and is chiefly known as a market for black tea. Its nearness to Kiukiang may have militated against its establishment as a Treaty port. Chengtu, the capital of the province of Szechuen, is one of the most notable towns of China in many ways. Even in his time MARCO POLO found it "a rich and noble city," and it is beautifully situated, well built, and clean. The inhabitants of Chengtu have an excellent reputation—not an unimportant point, as there were 800,000 of them when last enumerated. The trade of Tibet and Koko-Nor comes to Chengtu, principally in the shape of furs, drugs, and musk. That Great Britain has been unable to secure its opening is a great pity, and at the same time a loss to China herself. Hsuehou, otherwise known as Suifu or Hsuehou, lies also in Szechuen, is about 130 miles south-east of Chengtu, and controls the Yunnan-Szechuen trade, beside being itself in a salt and coal-mining and gold-washing district. It is to be regretted that this town, too, must apparently still remain closed; but the Chinese have evidently fought hard against opening more new ports than they are absolutely obliged to, and the concession of five now wrung from them is at least a step in the right direction. Some of the five are not looked upon as very valuable by many authorities, but, as the *London and China Express* wrote in anticipation last month, "each one carries with it a certain immunity from baneful Chinese practices, which should assuredly lead to the extension of foreign trade, even if few or none foreign firms become established at ports, a result we have seen at some of the more recently opened Treaty ports." The fight for fresh Treaty ports is long and arduous, and the results are not always gratifying, but the progress is gradually leading up to what European residents must all hope for, the throwing open of China and the expansion thereby of international commerce.

HONGKONG AND THE CORONATION.

(Daily Press, 28th July.)

We wrote a few days ago that the Coronation ceremony must be shorn of much of the representative character with which it was intended that it should be clothed. This was written, of course, with reference to the celebration at home, but it seems that it is not only at home that the postponement of the ceremony will bring about a lessening of display. We read in a Shanghai paper the letter of a correspondent who complains that the committee in charge there of the arrangements for celebrating the Coronation intends to make a very much poorer show than would have been the case if the event had taken place on the original date. Lack of funds, says this correspondent, is the reason for thus cutting down expenses. Now in Hongkong also the impression has gained ground that the ceremonial for the 9th August is to be of a far less imposing character than would have been the case last month. There appears to be no official warrant for this impression, but perhaps it is the silence so far of those concerned which has encouraged it. The speedy publication of the revised programme will therefore be welcome, for it would be extremely unfortunate should a misunderstanding rob the celebration of its

heartiness. There is no lack of funds here, as at Shanghai, to necessitate a curtailment of the festivities. The native population, it is true, has already testified its loyalty by illuminating houses and shops on the originally appointed night, but there can be little doubt that a second opportunity of decorating Chinatown will be not unpopular. The European residents, on the other hand, have not yet had their chance, and there seems no reason why they should now hold back. The Clock Tower has been dismantled, for some reason, but we trust that the European population will not abandon its original intention of making the city look as gay as possible for one night in honour of the King who is its ruler.

RAILWAYS TO CANTON.

(Daily Press, 28th July.)

The arrival on the spot of the American superintendent of the Canton-Hankow Railway, as anticipated in the letter of our Canton correspondent to-day, points to a very speedy commencement of work upon this line, the most important railway so far planned in China. It also seems to indicate conclusively that the recently telegraphed rumour of the selling out to a Belgian syndicate of the American-China Development Company's interest in the railway was false. The news will certainly be received with feelings of gratification and relief in Hongkong. The construction of a railway joining two such great centres as Hankow and Canton cannot but have most stimulating effects on local interests, while the fact that the Company constructing it is American, and not one possibly hostile to British commerce, is distinctly a matter for congratulation. It is premature, before the actual work on the line has begun, to speculate at what date the two ends of the line will be in communication, and local obstacles are sure to arise to check progress. But it is to be trusted that it is only a question of a few years before the project becomes an accomplished fact and the best benefits of Western civilisation are carried into new parts of China. It is generally recognised that, in the future education of China, railways must play a most important part, and none look more promising than this line which is to take its start from the great city of Canton.

It is only natural that with the expectation of a speedy commencement of the Canton-Hankow Railway, speculation should also be busy in the matter of the Kowloon-Canton line, and even that it should, as it appears to have done, cause certain would-be enterprising people to start buying land in the neighbourhood of the expected terminus at Kowloon. Unfortunately, however, it seems that the scheme is still as much in the air as ever, without any prospect of a speedy materialisation. The building of such a line had been urged repeatedly in the past by various people, including ourselves, who look forward to the growth of Hongkong on the mainland, but there has been no indication of any official sympathy. The construction of a line northward from Canton would more than ever render it desirable to provide the quickest possible connection between the capital of Kwangtung and our own possession on the mainland. It may be argued that there is ample time before the Canton-Hankow line takes definite shape to build half a dozen Kowloon-Canton lines. But this is not really so. As arrangements have first to be made with the Chinese Government, and everyone here is well aware what delays this implies, it is urgent to begin

negotiations long before the time when it is hoped that the actual work can be commenced. The question is one to which the Hongkong Government might profitably devote some attention.

MARCUS ISLAND.

(Daily Press, 30th July.)

It seems that there is after all to be no international question about the small island which, after remaining unknown to almost the whole world, has suddenly sprung into prominence. The possession of Marcus Island apparently will not be allowed to become a subject of contention between Japan and the United States of America, the latter Power never having shown anxiety to see the "Stars and Stripes" hoisted over the island and being now unwilling to engage in contention over it. As the supposed discoverer of Marcus Island, Captain ROSEHILL, is not known to have abated his claims (which from the account which we published yesterday certainly appear strong), there may yet be negotiations about the ownership, but the New York Press, as our London correspondent informs us, is not sympathetic to Captain ROSEHILL's side of the case, from which we may assume that the question does not arouse public feeling. REUTER's telegram of the 25th instant, indeed, already showed this. Japan, on the other hand, has taken more energetic action, no doubt on account of the intention of working the island as a Government concern. Geographically considered, Marcus Island would appear most naturally to belong to Japan, if to any nation, for from the latest information as to its position it is not far from the Bonin Islands, over which Japan's sovereignty is of course undisputed. It has been customary to regard the Bonin Islands as the easternmost of Japan's possession (south of the main islands, that is), but there are other islets east of the Bonins, which it would not be surprising to see Japan claim should they prove to have any commercial value. We do not imagine that any other Power would care to dispute the possession of such specks of land, undesirable as places of residence and not accessible except at certain periods of the year.

THE ANGLO-CHINESE PRESS AND CHINA.

(Daily Press, 30th July.)

The *Japan Mail* some days ago felt impelled to rebuke "the extreme grossness of language and invective habitually employed by Shanghai and Hongkong journals when discussing the acts of the Chinese Court and of Chinese high officials." The immediate cause of the *Mail's* strictures, however, was not a remark about any Chinese dignitaries, but some certainly foolish headlines which were put over REUTER's telegrams about the movements of Prince KOMATSU, in a Shanghai paper. The Shanghai journal, feeling that REUTER gave considerable space to the doings of the Japanese prince, to the exclusion of other news, expressed this feeling in headlines above the telegrams which were intended to be humorous. The *Japan Mail*, dealing with the question, said that it was incomparably more important that English journals printed in Shanghai and China "should be persuaded to observe the elementary rules of politeness in speaking of the Sovereign and of the high officials of the land whose hospitality these newspapers enjoy." We need not dwell on the fact that in the island of Hongkong at least we do not enjoy the hospitality of China,

strictly speaking. We may be content to be reckoned with Shanghai and China ports (wherever they may be) in which English newspapers are published. The *Japan Mail* declares that the things said constantly about the Empress Dowager are brutal, that the things said about the late LI HUNG-CHANG used to display equally disgraceful license, and so on. We do not know whether our Yokohama contemporary is prepared to defend the Empress Dowager and the late LI HUNG-CHANG against the charges which stirred up the Press of Shanghai and Hongkong against them. We should imagine not, and that it is only the language to which the *Mail* objects. We would venture to say that in no Hongkong paper has language been used with regard to high Chinese personages which could not equally well appear in a London paper. Free criticism is only to be expected in a British colony like Hongkong, where of course the Press is on a different footing from that of the English Press in Yokohama, for instance. Shanghai's case is different again from Hongkong's, but it remains to be proved that reputable Shanghai papers have used "brutal" and "disgraceful" language, as they are charged with doing. The mere assertion of the Yokohama journal will not carry conviction with it.

THE HEALTH OF HONGKONG.

The cases of communicable disease in the Colony last week were:—Plague 33 (Chinese, 23 in Victoria), with 29 deaths; cholera 8 (1 European, 1 Japanese, 6 Chinese), with 7 deaths; enteric fever 1 (European).

The year's figures now reach 515 cases (6 Europeans, 480 Chinese, 19 other Asiatics).

On the 29th ult. we reported the death from plague of an European at the Colonial Hotel, Jubilee Street. His name was Frank Korn and it appears that he was an American of German extraction, about 30 years of age and, so far as is known, unmarried. He had formerly been employed as a warder in Victoria Gaol, and latterly as a bar-tender in various of the drinking saloons throughout the Colony.

DECORATION OF A NATIVE OFFICER.

AN INTERESTING CEREMONY.

A parade of troops in the Garrison took place on the Cricket Ground at 6 p.m. on the 26th ult., when H.E. Major-General Sir W. J. Gascoigne, K.C.M.G., Officer Commanding the Troops and Administering the Government, presented Subadar Jan Muhammad, Hongkong Regiment, with the insignia of the Order of British India. The corps represented were the Royal Garrison Artillery, Hongkong-Singapore Battalion Royal Artillery, Royal Engineers, 2nd Royal Welsh Fusiliers, Hongkong Regiment, 10th Bombay Light Infantry, and 22nd Bombay Infantry. Colonel R. F. Johnson, C.M.G., of the Royal Artillery, commanded the parade, which was a strong one and presented an impressive picture in the clear light of the afternoon, the unassuming khaki of the uniforms making a fine setting for the splashes of distinctive colour in their design that met the eye as it travelled over the scene. The bands of the various regiments, under Bandmaster Moir, of the Welsh Fusiliers, were massed in the centre of the field at 5.20 p.m., and played selections during the time the parade was being formed up. The day was a favourable one for the attendance of the public, and hundreds of spectators lined the railings, whilst as many more found accommodation on the pavilion side of the ground, where seats were provided; here, in the front row of chairs, close to the saluting base, sat the party from Headquarter House, and near by were the heads of various public departments in the Colony, and regimental and departmental officers not on duty.

The respective positions of the various corps

had been carefully allocated beforehand, and the arrival of the regiments so timed that no confusion should arise at the two entrances on the Queen's Road side of the Cricket Ground; thus, through the gateway nearer Murray Barracks, came the R.G.A. at 5.30 p.m., followed by the H.K.S.B.R.A. at 5.35, the R.E. at 5.40, and the R.W.F. 5.45, whilst at the opposite end the H.K.R. entered at 5.30 p.m., the 22nd B.I. at 5.35, and the 10th B.L.I. at 5.40.

On His Excellency's arrival the troops shouldered arms, and then stood at ease whilst the principal ceremony of the afternoon was being performed. Addressing Subadar Jan Muhammad, who looked every inch a soldier as he stood at attention awaiting the presentation of the decoration he has so deservedly gained, Major-General GASCOIGNE, whose remarks were interpreted to the subadar by Major Berger, commanding the Hongkong Regiment, said—Subadar Jan Muhammad, I am very glad indeed to be the one to present you with this decoration, and it is with a very high feeling of pleasure that I do so, for I recognise that the decoration is not only an honour to you, but an honour also to the regiment to which you belong. I know I am only voicing the sentiment of the whole community of Hongkong when I say that the whole community regret that their connection with the Hongkong Regiment is likely soon to terminate. Hongkong is proud of its regiment, the regiment which bears its name and which was raised for service in this Colony. The regiment has done good service in and for the Colony. Three years ago, when the troubles in the Hinterland broke out, the regiment did good service, and it went far to put an end, a speedy end, to these troubles not only that, but I say advisedly that I think that when the troubles in the North broke out, the severe punishment meted out down here in the South prevented a rising here simultaneous with the rising in the North. Since then the regiment went up North itself, and the reports I received of it showed that it did great service, as I well knew it would do. The regiment behaved well in peace time and earned a good name for itself, especially lately, when its fate was uncertain. So I say again, Hongkong is proud of its regiment and is sorry its connection with that regiment is shortly to terminate. Subadar Jan Muhammad, you won this decoration for good service on the River Huanho, in the suppression of brigands, and I give it to you with the greatest pleasure, and wish you many years of health and prosperity to wear it.

Thereupon, the decoration, a gold radiated star with blue centre, was hung round the neck of its proud recipient by the deep red ribbon from which it depended. His Excellency then shook hands with the subadar, who returned to his regiment amid the plaudits of the spectators. In passing, it may be interesting to state that the order carries with it a pension for its fortunate possessor of 30 rupees a month.

The different corps afterwards marched past in column, in quick time, each in turn waiting till the corps in front had cleared the saluting base. A feature of the march past was the famous white goat of the Fusiliers, which, led by a soldier, took its usual place at the head of the regiment, and looked very self-conscious indeed as it passed the saluting flag. Subadar Jan Muhammad, on leading his company past, was loudly cheered. This terminated the parade, each corps returning to barracks after completing the march past.

The *Universal Gazette* learns that the British and Chinese Tariff Commissioners, Sir J. Mackay, Sheng, and Lü, have come to some understanding in their negotiations at Wuchang concerning the abolition of *lekin* and increase of duties. Further, our contemporary says that Sir J. Mackay has already informed by telegraph the authorities in London and Washington thereabout, while Sheng and Lü and Viceroy Chang Chih-tung have jointly done the same to the Ministry of Foreign Affairs in Peking. A reply from the above places must, however, be awaited, before a definite arrangement can be made between the Commissioners, so the steamer *Hsinyü* left first for Shanghai on the 20th ult., while the Chinese Commissioners were not to do so before the 24th ult.

DEPARTURE OF H.M.S. "TERRIBLE."

On the 29th ult., at 11 a.m., H.M.S. *Terrible* left this harbour homeward bound, proposing to arrive in England on the 19th September, the third anniversary of her departure from home on a most eventful commission. She will proceed at once to Singapore, whither she would have sailed on Monday but for the unpropitious weather, and there await further orders.

A few facts of the *Terrible's* history may be of interest to our readers. A first-class cruiser of 14,200 tons and 25,000 i.h.p., H.M.S. *Terrible* was built by Thomson of Glasgow in 1895 at a cost of £681,419. Her armour is 6 in., gun-position, and 3—6 in., deck, while she carries two 9.2 in., twelve 6-in. q.f., eighteen 12-pr., twelve 3-pr. guns, nine Maxims, and two 12-pr. boat guns, as well as being armed with four torpedo tubes. Her speed is 22.4 knots, and her complement 840 men. She was commissioned at Portsmouth on 24th March, 1898, by Captain C. G. Robinson, now Commodore at this port. Captain Percy Scott succeeded to the command in September, 1899, and the *Terrible* left England for China, via the Cape. On arrival at Cape Town, however, the cruiser was detained there in consequence of the Boer War, which had just broken out. It is familiar history now how the *Terrible* landed her guns on improvised mountings and got them up to Ladysmith in the very nick of time, to play a very important part in the defence of the town. The *Terrible's* naval brigade served with General Buller in Natal, making for themselves a great name. Captain Scott deservedly being awarded the C.B. for his services and several officers promoted or decorated.

The *Terrible* then proceeded to her original destination, the China Station, arriving at Hongkong on the 8th May, 1900, the latter half of the day being observed as a general holiday and a most enthusiastic reception being accorded to the cruiser. But she had not come out to the Far East for a peaceful time and was soon up at Taku, landing men and guns. The guns, it must be remarked, on the Ladysmith mountings, were really the only guns in the British or foreign fleets fit for service against the Chinese artillery, and they were sent up both to Tientsin and to Peking. The fighting up north having ended, the *Terrible* rested at length from military duties and entered upon a more peaceful period of her commission, but continued to win distinction. How the dredger *Canton River*, sunk in the typhoon of November, 1900, was raised by the efforts of her officers and crew is well known to all Hongkong residents. The final period of her stay has been taken up principally with a run or two of trooping and storeship duties to Weihaiwei. She goes home having won for herself a reputation which will not readily be forgotten out here. She has contributed to raising the efficiency of the fleet by setting up a world's shooting record, unbeaten until a few months ago, and she still has the coaling record for warships.

How much of her remarkable record is due to the abilities and energy of Captain Percy Scott it is impossible to estimate, but it will readily be admitted by naval and other critics alike that the debt is a heavy one. Captain Scott is not only an inventive genius himself but is also apparently capable of inspiring his crew with like gifts. The "Dotter," which enabled the *Terrible* to set up the heavy gun shooting record, is the most famous of Captain Scott's inventions, but it is but one among many. The *Terrible's* captain leaves behind him an enviable reputation and numbers of friends in China, who will look forward with pleasure to seeing him join Prince Louis of Battenberg and Captain the Hon. Helworth Lambton in the list of new Rear-Admirals.

H.M.S. *Terrible* made the following signal when leaving the anchorage on Monday on her homeward voyage:—Good-bye, Hongkong; thank you for the welcome given and wish prosperity to the Colony.

The administration report on Peking for 1901 has been published. The figures given show a heavy revenue increase, and an export of 22,921 tons of tin against 21,166 tons in 1901.

MARCUS ISLAND.

In consequence of the report that the United States had granted a title to Marcus Island to Captain Rosehill, the Japanese warship *Kaeragi* carrying a diplomatic official proceeded to the island to reassure the Japanese residents that the reported grant was invalid, and that Japan had annexed the island in 1898.

At Washington, it is considered improbable that the United States will interfere with Marcus Island if the Japanese are working guano there as reported.

A correspondent calls attention in the *Kolo Chronicle* to chart 114 in the *Century Dictionary Atlas*, which show Marcus or Weeks Island (as well as Wake Island, more to the south-east) to be marked as possessions of the United States. We are also indebted, says the *Kobe paper*, to a correspondent for a copy of the *American Exporter* for May, which contains an account of the island and the circumstances which led to its being declared a possession of the United States. The article is as follows:—

"The United States has found a new field for future trade in an island far off in the Pacific, midway between Japan and the island of Guam. The Stars and Stripes are floating over the island with the authority of the Government, although it took years for the claimant to secure recognition. The story of the discovery and occupancy at this late day, when man believes he knows the whole world, reads more like a passage from 17th century history than a recital of the matter-of-fact doings of a Pacific trader of the present strenuous era. Three residents of Honolulu held the title to the island. They expect to become millionaires as a result of this new possession of Uncle Sam. The new possession is named Marcus Island. It is situated 800 miles south-east of Yokohama, the same distance north-north-east of Guam, and about 2,800 miles west of Honolulu. It was in 1889, while cruising in the South Sea, that Captain James Rosehill, in command of a small trader, landed with a view to ascertaining its value as a coconut island. He first anchored his vessel on the westward side, which was the only approachable spot on the island. There was no sign of occupancy, no water-supply, and Rosehill believes he was the first human being to set foot upon the island. The island was found to be about five miles in length and two miles in width, and because of the winds is accessible only five months in the year. In the centre was a small hill, admirably suited for planting batteries. Finding the island uninhabited and unclaimed by any other Power, Captain Rosehill took possession in the name of the United States. He found millions of sea birds flying about, and from that concluded there must be guano deposits upon the island. An examination convinced him of this, and he discovered a large surface deposit of crown earth guano and in other places phosphate guano. He hoisted the flag of the United States at the top of a coconut tree. Then he fastened a bottle to the tree in which was a notice that he had formally taken possession of the island in the name of the United States, his crew signing the statement as witnesses. One of the members of the crew was placed on shore with his wife and given provisions for a year, pigs and chickens also being introduced. A small hut was built for this modern Crusoe and he was left to his elysium. Upon returning to Honolulu Captain Rosehill, through the United States Minister then in Hawaii, John S. Stevens, forwarded a claim to the Secretary of State claiming title. Secretary Blaine filed the papers, but sent back a reply that it must first be proven that no other Power had a claim to the island before Rosehill's ownership could be allowed. The sea captain, who became Assistant Harbour Master at Honolulu, made many subsequent efforts to establish his claim at Washington but was so often rebuffed that he became thoroughly discouraged, though never giving up hope that he would ultimately get possession of Marcus Island. The sailor and his wife who were left in possession of the island became wearied at the loneliness, and after eleven months had expired were picked up by a passing vessel and returned to Honolulu. In the meantime Captain Rosehill had specimens of guano which he brought with him examined by expert chemists in Honolulu and became convinced that they

were of great value. This value is specially appreciated in Hawaii, where a fertiliser is in much demand upon the sugar plantations. In January of this year another effort was made to get action on the part of the Secretary of State, and Rosehill enlisted the aid of W. C. Peacock, a wealthy merchant, and of Colonel Thomas Fitch, both of Honolulu, and made another appeal to the State Department. This last effort proved successful. A letter was sent by Secretary Hay stating that upon furnishing a bond in the sum of \$50,000 the application would be granted and Captain Rosehill could take possession of his island whenever he had complied with that formality. The three men interested then formed a corporation to work the guano deposits on the island, and, having complied with the filing of the bond, intend to start immediately. The island is not far out of the way of traders going to Japan from the South. A colony of active Americans will undoubtedly convert it in time into a thriving settlement and add another source of profit to the manufacturer of household goods, machinery, and other necessary commodities."

Meanwhile, it would seem, the island has been occupied by a number of Japanese, who seem to have taken possession with the authority of the Japanese Government. They do not appear to be soldiers, however, as the Captain of the *Sheridan* is reported to have stated.

REPORT OF THE P.C.M.O.
FOR 1901.

The report for 1901 of Dr. J. M. Atkinson, Principal Civil Medical Officer, is published in the *Gazette*.

The admissions of police to the Hospital were slightly in excess of those of the previous year, the number being 937 as compared with 920, the strength of the Force being somewhat greater, viz., 884 as against 866. Malarial fever contributed 407 admissions as against 390 in 1900. There had been a marked diminution in the number of malarial fever cases from the Police Stations in the New Territory, a diminution in the percentage of malarial fever cases from 90 per cent. in 1900 to 52.5 per cent. in 1901. This was undoubtedly occasioned to a great extent by the active prophylactic treatment which was commenced on May 1st last year and continued up to the 1st of November. It must also be borne in mind that the Police were housed in permanent buildings in 1901. The other diseases which occasioned the greatest number of admissions were dysentery 36, beri-beri 10, and enteric fever 4. There were eight deaths during the year—four Europeans died of endocarditis, typhoid fever, pneumonia, and empyema, respectively. There were two deaths amongst the Indians from malarial fever and two Chinamen died, one from beri-beri and the other from plague. Sixteen were invalided, namely, three Europeans, ten Indians and three Chinese, the causes being dysentery, phthisis (four), asthma, sprue, hemiplegia, dropsy, chronic rheumatism, beri-beri, sciatica, tuberculosis, chronic synovitis, and debility (two).

From the Troops there was an increase in the number of admissions to the Hospital as compared with 1900. The mortality amongst the European troops was less and that amongst the Indian troops was higher than in the previous year. The average daily rate of sickness was higher in European and Indian troops, this being more marked in the latter. Amongst the deaths in the British troops were two from enteric fever, two from bubonic plague and four from malarial fever; five dying of heat apoplexy.

Eighty-one members of the Gaol staff were admitted to Hospital during the year out of a total staff of 93. There were two deaths and four were invalided; the deaths were one European from malarial coma and one Indian from phthisis; the invalidings were three Indians from phthisis and one Chinaman from rheumatism.

From the Sanitary Department, there were thirty admissions as against fifteen in 1890. There were no deaths and none were invalided.

The total number of admissions to the Government Civil Hospital was 2,948 as against 3,030 in 1900, and 2,734 in 1899. The total number of out-patients was 12,663 as

against 13,883 in 1899. The total was made up as follows:—Police, 937; Board of Trade, 28; paying patients, 830; Government servants, 339; police cases, 348; free patients, 466. There was a decided increase in the number of Government servants admitted, a slight increase in the number of police, and a marked diminution in the number of free patients admitted; this was accounted for by the fact that it is impossible to admit many cases which attend as out-patients owing to the large increase in the number of sick police and Government servants admitted; these two classes of patients alone contributing 276 more than in 1899. The rate of mortality for the year was 5.18 per cent. The average daily number of sick was 111.72 as against 100.95. Of women and children the number admitted was 281 as against 325. It is to be hoped that the Victoria Hospital for women and children will be ready for occupation this year; the intention is to treat most of these cases there, one ward only being retained at the Government Civil Hospital for urgent cases and for those who could not be removed so far.

960 Europeans were admitted during the year as against 943 in 1900. 834 Indians were admitted as compared with 788 in the previous year. 1,154 Asiatics were admitted during the year, the figures being 1,154 as against 1,249 in 1890.

The total fees received during the year in the Medical Department was:—Hospital fees, \$32,443.55; private nursing fees, \$865.00; certificates, \$650.00; total, \$33,958.55.

A scheme for fitting the Hospital with electric light had been drawn up during the year, the necessary expenditure had been sanctioned, and before next summer it is expected that this will be installed. A new operating theatre is very much required.

Under the heading "Anti-Malarial Measures," Dr. Atkinson says:—

"During the year much has been done in combating mosquitoes. In February a systematic filling up and draining of the pools in the nullahs at Kennedy Town near the old Tung Wah Mortuary, adjoining Nethersole Hospital and in the neighbourhood of the Upper Richmond Road, was instituted. A supply of Professor Celli's larvicide was obtained in May; these were extensively used in the ravines in the neighbourhood of the Richmond Estate at West Point during the summer months; the results were not altogether satisfactory, as anopheles larvae were found in pools in which they had been applied; it is just possible that these were not used in sufficiently large quantities. It was proved that they were not so effective as kerosene in killing the larvae; the drawback to kerosene is that it destroys the potability of the water to which it is applied whereas Professor Celli's larvicide does not impure the water. I fear it is a hopeless task to endeavour to keep the untrained nullahs free of pools; especially in the rainy season when malarial fever is rife, the nullah-beds, owing to the rains and weathering effects of the atmosphere, are continually changing, fresh pools being formed from day to day. The only effectual remedy is to train the nullahs; this however is a very expensive operation, e.g., it would cost \$10 for a lineal foot for the larger nullahs and \$8 per foot for the smaller ones; on this basis training the nullahs to the West of the Richmond Estate would cost \$15,000. Much, I understand, has been done in the way of training nullahs in the neighbourhood of the houses within the built area of the City, but to train all the nullahs on the outskirts of the City is a formidable task, and it is for Government to determine whether this extensive operation should be undertaken. In a flat country it is comparatively easy to get rid of these pests, but in a mountainous island like this it is quite another matter. There are so many fissures and natural excavations along the hillsides where mosquitoes breed in large numbers that I doubt myself whether, even if the nullahs were trained, it would be practicable to exterminate these insects; however it would certainly diminish their numbers.

To show the difficulty there is in ridding certain neighbourhoods of this Colony of anopheles I would refer to the extensive operations carried on in the spring of last year at the Military sanatorium, Magazine Gap, at the suggestion of Dr. Young, a Civil Medical

Officer attached to the China Expeditionary Force, to free this place of malarial fever. Two hundred men of the Indian Regiment were detailed to carry out the necessary work under Dr. Young's supervision, the hills were cleared for a distance of 300 yards of all brushwood and undergrowth, several bogs were drained and the anopheles pools in the nullah were filled up. Notwithstanding all these measures, however, fever was so prevalent there in the autumn months that the station had to be vacated by the Troops."

Appended is the following medical report upon Victoria Gaol by Dr. R. Lamont:—

"The health of the staff has been good in spite of the fact that the new officer's quarters have not yet been opened to them. The health of the inmates has also been satisfactory. Six lepers were sent to Canton, one of whom, however, returned to the Colony and had to be sent back again. There were a hundred and fourteen cases in which corporal punishment was inflicted during the year, fourteen by the Prison Authorities and a hundred from the sentence of the Courts, none required any medical after-treatment. Overcrowding of prisoners is still a serious question. Four and even five men have at times to be put in the same cell, thus reducing the space for each to some 250 cubic feet, whereas the Public Health Ordinance 13 of 1901, requires that the individual allotted space should be of 400 cubic feet. The temporary hospital is also at times overcrowded. The officer's quarters which were altered and fitted up some two years ago for the Gaol Hospital is yet unavailable for the proper accommodation or facilities for the prisoners, being still occupied by the Indian Gaol Staff. The present temporary hospital is most inadequate, offering no proper accommodation or facilities for the treatment of patients. The daily number of prisoners complaining sick is most variable from time to time, malingering fully accounting for these variations. In spite of the prevalence of dengue fever in the Colony in November, no case occurred amongst the prisoners. There were prisoners discharged on medical grounds during the year. Permission was obtained from His Excellency the Governor to transfer a pregnant female prisoner to the Government Civil Hospital, as she had suddenly become comatose; she was found to be suffering from malignant malaria and died shortly after, having given birth to a still-born child."

Dr. J. C. Thomson reports regarding the Tung Wah Hospital that the number of patients in the wards at the beginning of the year was 125; 2,989 were admitted during 1901, making a total of 3,114 cases; 1,899 were discharged; 1,071 died; leaving 141 in the Hospital at the close of the year. Of the 2,989 admissions, 547 were transferred for treatment to other institutions, as follows:—18 to Government Civil Hospital, 7 to the Lunatic Asylum, 130 to Kennedy Town Infective Diseases Hospital, and 392 to the Tung Wah Plague Branch Hospital at Kennedy Town. Of the fatal cases, 296 were in a dying condition at the time of admission. There remains a net total of 2,146 actually treated in the Tung Wah Hospital, of whom 652, i.e., 30.4 per cent. were under European treatment, and 1,494, i.e., 69.6 per cent. under Chinese treatment. 453 dead bodies were brought to the Hospital mortuary to await burial. 84 of these, and also 63 bodies of persons who died within the Hospital were sent to the Government Public Mortuary, for internal examination. Free burial was provided by the Hospital for 1,990 persons. The number of visits to the out-patient department was 77,842. 449 destitute persons were temporarily housed and fed. 1,952 persons were vaccinated at, and in connection with, the Hospital. As in previous years, the Tung Wah Hospital was used throughout the plague epidemic of 1901 as a convenient centre for the diagnosis and observation of plague cases, a large airy ward close to the receiving ward being set apart for this purpose.

A Seoul telegram to the Osaka Asahi, says that the negotiations which were in progress between the Japanese Minister and the Korean Government regarding the proposed station at Seoul for the Seoul-Fusan railway have been brought to a conclusion. Japan is to obtain 29,000 *tsubo* of land outside the South Gate at Seoul.

CHINA FOR THE CHINESE.

[FROM A CORRESPONDENT.]

Chinwangtao, July, 1902.

Lax as may be the Chinese in political morality, and empty as may be the pleasant outgivings from Peking concerning reform, foreign residents hereabouts have never had reason to be sceptical as to the keenness of native commercial insight. They speak almost in awe of the wealth that may be drawn upon occasion, and as often as desirable, from treasure stores that seem to replenish themselves like an inexhaustible well. If the instinct that has usually guided bright ventures for profit still follows an unerring course, this port is destined to become one of the most important in the North. The investment now proceeding here began with money and under direction wholly native. Participation in it now by persons not Chinese indicates such eagerness to be in level-headed company as to have created an active demand for shares, at 30 per cent. premium, at a time when no dividend may be said to be in prospect, and when the outlook for plans for attracting business must be content to be regarded as speculative. In order to become profitable as a port of general commerce, Chinwangtao, must enter into rivalry with ports so well known as Chefoo, Tientsin, and Newchwang, leaving out of account the ambitions of the Russian ports that are preparing to induce trade by way of the Liaotung Peninsula. Trade in the North would seem already to have fairly well developed through the enterprise of ports long sought and highly favoured, and these ports feel quite confident to be able to take care of any growth that improving conditions may foster. Yet plans go on with as much vigour and lavish outlay as if large returns were fully assured, and when the improvement is finished, the port will be equipped to give pier-room at all seasons to ships of as heavy draught as any that pass through Suez.

While the management of the China Engineering and Mining Co. which directs the present work would hardly underrate the facilities which the port must afford for increased output of coal, which the hills for miles back contain, talk heard here just now subordinates that interest to expectations on broad commercial lines. The argument is that since coal might be shipped, in unlimited quantities, from a common harbour, there could be no good reason for superior accommodations, unless general trade could be captured and held. Increase of capitalisation from £500,000 to £1,500,000 could not have been urged for mining development, for the reason that the mining property was in hand before a suggestion of the increase, and in successful operation. Therefore the difference between the two sums may be said to represent native confidence in the trade growth of an already busy region. It is upon the prospect of such growth rather than upon expectation that other northern ports will suffer in business activity materially, that hope here is building. Considerations much more far-reaching than those heretofore brought to public attention are involved in this movement. Enough has been written of the advantages of Chinwangtao, as a port open for commerce all the year, on a coast where commerce comes to a standstill for four cold months because nearly every port is made unapproachable by ice, to render sufficient at this time a mere reminder of that advantage. Yet the harbour remained open in other years without serving as other than a convenience to shippers, belated elsewhere, who were driven here and had no alternative. The best that might be said of this port was that ships might come offshore in winter, and risk getting their cargoes in over the ice, or through the breakers that cover the shoals for some distance from shore. Now there has been dredging, and two piers, well advanced in construction, will project for 1,200 and 2,300 feet respectively and furnish moorings alongside where the depth of water will be twenty feet at low tide. Railroad tracks will be run out to the end of the piers, and as these tracks connect, a few miles inland, with the Imperial railway, it may be possible, with a single handling from the ships, to transport goods to any place in the interior reached by the Imperial lines in

much less time than it takes to lighter cargoes ashore at other ports, where they must be subject to further handling, and often to infinite delays, before they can be fairly started toward their destination. Consumers receiving by this route will get the benefit of quicker deliveries and some small saving in cost, than by other ways. Chances for business will attract to this place commission houses. The Company proposes to invite settlement of that nature, by offering land at low prices, preferring to sell close to the cost for the sake of expected returns in trade than to hold out for profits which might deter merchants from coming. I suppose in this regard, while not openly avowed, is believed to incline toward native settlement, of the merchant order, and therein may lie a menace to other ports as threatening as that provided by superior port accommodations. The movement reported from districts a little further South, to establish native connections with foreign manufacturers, and cut into the business of foreign commission houses, may receive here strong impetus. As natives have always had the interior connections, such opposition to native schemes as may be met inland must come largely from natives in the employ of foreign houses; and while blood and water are commonly supposed to be of about equal thickness in these parts, it seems probable that a developing tendency to encourage trade operations wholly native will deprive that sort of rivalry of acrid qualities early in the proceedings. There may be such impulse to trade, when natives shall become independently concerned in it, as to extend the lease of foreign houses for a long time, where connections are well fixed; but the process is an undermining one, and the prediction would not be far-fetched which foresaw for some of the foreign interests now represented in the North the necessity of working harder than ever before to gather fresh trade, if not something of a struggle to retain that which they think they own.

Chinwangtao promises in the future to become a centre for native energy in the contest for the trade of the North. By intuition, as well as from necessity, the consuming masses of the North count most carefully their outlays. No one can appreciate this condition better than the native merchants. Considerations of outlay apply in this region, quite as much as in any other part of the empire, to money in the very smallest denominations. As time here has not yet acquired value to be weighed against copper cash, the expectation may be warranted that ability to undersell by money fractions so small as to seem almost inappreciable, by western standards, may turn custom over a very wide range of territory. Foreign houses always had to sell with reference to the season. Whatever precautions they may take to stock up heavily enough in the months of open navigation to tide over the closed months, invariably heretofore scarcity has occurred in many quarters, and prices have advanced generally, in winter. If ships may visit a port never closed and load their cargoes directly on cars, there will be a considerable diversion of trade in favour of houses that can keep supplies and prices reasonably constant, and that shall set out on a trade hunt with a declared policy of doing business on the smallest possible margin of profit. There is reason to believe that such a policy will be profitable. Wages are not increasing, except at commercial places where foreign houses have located. The native masses find it much more easy to get good pay for labour, or for their produce, among foreigners than among their own people. Since it is impossible that the great body of consumers should come within the area of this kind of benefit, trade in general is just now hampered rather than helped. The downward tendency of silver is responsible for the new condition. Native reckoning has not yet advanced to a real conception of the difference between bullion and money. There is little reason why the common understanding in this part of China should so advance. Encouraging as have been the trade returns in the North this year, they would have reached greater volume had not the decline in silver so advanced the silver price of goods as to shut off various large negotiations that had been pushed nearly to the contract point. Native merchants, accustomed to dealing in dollars, basing

estimates on prices paid to the agents of manufacturers last season and unable, or unwilling, to consider any other form of money, could not see why all goods quoted at no advance on the gold price of last year, should now require in payment more silver dollars than goods of that class did before. Apparently some of them did not wish to understand the reason, and those who said that they did understand it declined to close contracts on the ground that however enlightened they themselves might have become on the subject, their customers had so much trouble to pay the prices demanded last year, that they could not afford the advance and that it would be quite useless to lay in stocks for them, since if everyone of them should become conversant with the philosophy of exchange and quotations, that understanding would add no cash to their slender stores, and the goods would remain unsold. Clothing must of course be had at some time, and the gold price must be paid, no matter what the quotation for silver may do. This prospect would turn to the credit of foreign houses, to be expressed in accounts later on, were it not that native opportunity arises from it, and native capital and commercial skill have joined to relieve the situation and supply and anticipate demands on terms of which foreign houses have not dreamed, and which possibly none of them could be induced to favour. Foreign organisation could hardly be devised—certainly not at short notice—to deal efficiently with the mass of native credits. The syndicates of native capitalists who have undertaken to try to capture trade find the field in readiness for them as soon as they enter it, and instead of having a struggle, trade actually awaits them.

This place promises to be the scene of some of their work. They have gone deep into their treasure-boxes to provide the wherewithal for what they have to do. So far as now appears, they must carry stocks and credits for inland merchants not only on easier terms than the old native banks would extend, but with lighter impositions than the compradores of foreign houses could possibly arrange. An inland merchant with whom they think it safe to deal will be favoured with goods and credits to almost any extent that he may ask, under conditions that will not bear heavily upon him and which will yet enable him to give his customers the lowest prices and the longest credits that the market will warrant. In time the customer must bow to the apparent advance in prices, but while reconciling themselves to that blow at their calculations, they need not go without clothing of which most of them stand in need, household as well as store stocks having run low in the last year. Since the syndicates cannot expect indulgences from the manufacturers of the goods sent to the market, but must be prompt in payments, in order to ingratiate themselves with the manufacturers, now for the first time dealing directly with native buyers, the capital required for the operation may well be enormous. To the extent that this enterprise may succeed, foreign commission houses must lose trade that might have been theirs, and they may feel more immediate effects of the movement by losing also much trade which they felt they had secure. The territory to be fed from this point will overlap foreign connection obtained at Tientsin, on one side, and Newchwang on the other, extending through a belt of country that is populous and profitable. Should the port become a favoured one, there is no reason in sight why it should not import cottons, flour, timber, and tobacco well over the Manchurian border and out toward the plains, and gather in return for export the wool, hides, and straw-braid staples which the natives over that territory usually exchange for the supplies they need. The port could not expect to enjoy more than a share of such trade; but the greater the need of inland merchants and consumers for long credits the more business will this or any other stronghold of native capital and money be able to secure; and if patience and energy hold out, it is difficult to see how foreign commission houses can avoid feeling that there is a determined effort to make them work hard to stay in this section, or to crowd them out altogether. This is a good place for a test of commercial strength. It requires boldness to make it, as well as money, for the foreign hold has always been strong, and an effort to loosen it must be ambitious enough to command

respect. It has not been definitely disclosed who compose the native syndicates which are entering the field. It is said that syndicate operations will cover not only Chihli, Manchuria, and at least the borders of Mongolia, but that they have been enlisted to try also the territory sweeping southwestward from Chefoo, and that capital and credits behind them represent 50,000,000 taels. Since American goods alone worth one-third of that sum enter the territory in which the enterprise will pursue its activities, it may be generally calculated that in establishing credits in America and in Europe, whereby manufacturers in those lands would be offered cash for goods, at least at the beginning, in the conduct of a banking business in the North, which would permit native merchants to carry normal stocks, and let payments for them run from six months to a year; in encouraging consumption and widening the market by enabling merchants to give consumers as easy terms as they think will be safe; and in the infinite detail attendant upon spirited competition and in impressing natives with the desirability of confiding native trade to native agencies, a capital as large as that of the foreign commission houses in the North would not be excessive. Those who speak for this enterprise say that if patriotism and business do not go hand in hand, sentiment here may fairly be expected to look favourably upon a project which seeks to turn to home channels benefits that have heretofore accrued to outsiders. A plan so ambitious cannot be expected to acquire full momentum for some time, and foreign influences may contrive means to sidetrack it. Effort in that direction must be applied quickly, for a movement which commands admiration for its daring can at no time be checked with as little difficulty as at the beginning. Those who have interested themselves in it, while actuated by commercial motives, feel stimulated by a racial pride, in great danger of being crushed in the foreign scramble for gain in this region unless some drastic means be adopted to protect it. They are convinced that battles in politics must be uneven, with the advantage on the other side. The territorial absorption which they have witnessed, they can not hope to control, and they have no thought, from any indications that they can see, of any reversion of land practically alienated from the empire. Aware of their strength as traders, they regard its use as the only chance of saving for the Chinese the prizes which an industrial China holds out. This spot appeals to some of them as suited to that sort of effort. Its accessibility at all seasons, its convenience for inland transportation and a present control of it largely native, combine, in their view, to give it advantages. The coal projects of the company indicate a fresh awakening on Chinese behalf. There are coal-hills in great tracts, and when the output shall reach 3,000 tons per day, as is expected by the time the port improvements are completed, the company hopes to exclude the monopoly which foreign coal has at China ports. Just now in this region native capital seems alive to opportunities that may soon prove elusive and it seems earnestly disposed to make the best port on the North coast the centre of its activities.

Several Japanese provinces are showing a keen interest in the Hanoi Exhibition, which opens on the 2nd November this year, and already 500 intending exhibitors have sent in their names; specimens of the agricultural, industrial, and artistic products of Kobe, Osaka, Kyoto, and other places will form one feature of the proposed exhibits. In addition, three important porcelain and Satsuma-ware factories have decided to send workmen to Hanoi to fit up workshops and kilns for the manufacture of these goods, and Chinese potters skilled in the fashioning of the well-known cloisonné ware are also to be sent to the Exhibition. There is in Japan a strong movement in favour of the Exhibition, and not only is the Chamber of Commerce vying with the Commercial and Industrial Society of Japan in promoting its interests, but the Minister for Agriculture and Commerce has appointed a committee to receive applications from intending exhibitors and generally to organise the local programme in connection with the Exposition; this committee has been granted credit by the Minister to the amount of 10,000 yen.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 26th July.

THE CANTON-HANKOW LINE.

The question of the Canton-Hankow Railway has been in abeyance for months, but it is only waiting for the American superintendent of the Railway Company to come to Canton to settle certain arrangements. It is reported here that the superintendent is a man of great experience, formerly assisting the Railway Commissioner in the North. He has come with a Taotai named Wong Chan Sing to Canton as his assistant. The Canton railway will begin in Wongsha, north of Shameen, thence across an iron bridge to Fatsan, and so westward. Another branch is from the South and East gates to In Tong, Samsui, and Chingyun, further north. Both lines are to meet in the upper region of Wuchow and the West River. The supply of labour is undertaken by a man Lai Yuk Tong, who has been to America before, but has now come back to China for that purpose, and the iron and machinery are to be supplied by the Railway Company.

REBELLIONS.

The rebellion in Kwangsi is not yet entirely suppressed, the districts from Yam Chow to Lim Chow being still occupied by the rebels, who keep up the struggle against the troops under the command of General Chan Ping Chik. The latter has again applied to the Viceroy for reinforcements. The rebels in Kwangsi have destroyed the telegraph wires and poles that connected Nam Ning prefecture with other places.

The officials of the Ka Hing Chow district have sent petitions to the Viceroy requesting reinforcements of soldiers, as the disturbance in the district of Hing Ning is getting worse day by day and the banditti there are very fierce. The one battalion of Kwang I Kwan soldiers sent to fight with the robbers was not enough.

The Triad Society rebels in Sew Hing, Lo Ting, Yeong Kong, and other places have started a fresh rebellion, and Wong Sung, the late Magistrate of Sun Tak, is ordered to take command of three battalions of soldiers to fight them.

SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 24th July.

CHINESE TELEGRAPH ADMINISTRATION.

It would be more correct to name the above a maladministration as far as the local branch office is concerned. It is now close on two months that the lines have been interrupted, and the officials here view this neglected state of affairs in their characteristic inert manner. I am told that 20 soldiers are supposed to guard and look after the telegraph lines of the Swatow district. The public will, however, be amazed to learn that this task is performed by four soldiers only! It is therefore not surprising that the state and condition of the telegraph poles here and in the interior baffle description. This also appears to be the primary cause why telegrams arrive here so frequently mutilated—naturally a constant source of embarrassment to the receivers. Complaints are heard on all sides, but no redress is ever obtained. It is everywhere a recognised usage to inform the public when the telegraph lines are broken down and inoperative. The office here, for obvious reasons, makes an exception to that rule and keeps such matters secret, with the consequence that the mercantile community is in total ignorance. Telegrams for the North are sent by this office by post to Hongkong and thence wired to their destination. This is done without the sender's knowledge. That such a course means a great loss to business people need not be pointed out. The anomalies existing here in this office are various and affect principally the Chinese. What I particularly wish to emphasise is the utter disregard of privacy which the office displays about telegraphic messages. Almost anybody can have access to telegrams transmitted through it. Such a serious breach of rules ought to be soon remedied. It would be interesting to know if

Sheng Kung Pao, director of posts and telegraphs, is aware that the local office, which gets paid for 20 men to look after the lines, as mentioned above, in reality only keeps 4 men for that important work. Swatow, which is a great shipping as well as an important trading centre is, as will be seen from the data given, badly served by the telegraph company. Not long ago a rumour was freely circulated that Sir James Mackay, in his commercial negotiations with the Chinese commissioners, intended to stipulate that a foreigner be attached to each Chinese telegraph office. It is to be hoped that what may now be rumour may turn out to be an accomplished fact in the near future.

MAN SHOT.

The night patrol, having received information that a notorious thief was somewhere in the western part of the city, proceeded thither to effect his arrest. On arriving to the place indicated they found a large crowd of people looking on at a marionette show. On the approach of the patrol several bad characters caused a commotion by suddenly running away. One of the night patrol fired into the crowd and killed an innocent bystander. The body of the latter was left in the place for two days awaiting the arrival of the Cheng Hai Shien. The latter held an investigation and expressed his regrets for the occurrence to the mother of the deceased and handed her \$10 compensation for the loss sustained.

S. M. S. "LUCHS"

arrived here from Hongkong on the 22nd and will be leaving again in a few days.

KWANGSI.

Kueilin, 2nd July.

EPIDEMIC OF CHOLERA.

I write from a city stricken with a violent epidemic of cholera. In my last communication I mentioned that there was cholera. Since then it has increased to such an extent that people are dying by hundreds daily. Two days ago I heard that 415 corpses were carried out of the West Gate alone. Another report says that over a thousand have died outside the North Gate, where the suburb is not particularly extensive. There are no reliable statistics, but the mortality is certainly very heavy. Whole families are reported to have died. The beggars are by this time extinct. Among such people few can have survived. They are to be seen dying everywhere, and numbers more are put out to die. The top of the wall is a favourite place for such, as is also the King City Square in front of the Examination Halls. There, any numbers can be seen in all stages, dying and dead. It is most pitiable to see and to be powerless to do anything to help. The supply of coffins has long since been exhausted. Now all the tub and bucket-makers and the carpenters are making any sort of coffins to try to meet the great demand. But still this is not enough, for I hear that numbers are being buried, merely wrapped up in matting, often two and three together.

A GREAT STORM.

The weather for the past fortnight has been very bad, perhaps in part accounting for the great mortality. The great heat broke with thunder, but on Sunday, 22nd June, there was a tremendous storm for nearly the whole day. In fifteen hours about fifteen inches of rain fell, causing a tremendous flood within the city, the ordinary channels being useless to carry off so much water. Numbers of houses were flooded out, and of the rest very few roofs were in a condition to stand such rain. The temperature also falling considerably caused almost the whole population to catch chills, and thus be ready to succumb to the prevailing cholera. Since then the weather has been very wet and miserable, and for the past two days the rain has been steady, and a cold north wind blowing. With a change to drier weather I think the disease would lessen.

The population of the city has been using various means to get rid of the sickness, but processions and bangings of gongs are of little avail. If the same effort was expended in cleaning the city—and generally speaking it is not a dirty city—and in exhorting the people not to eat uncooked fruit and half-cooked

vegetables, much better results could be looked for.

ITEMS OF NEWS.

No news whatever of the rebellion; possibly the wires are cut Nanning way.

The price of rice is now about \$4.00; a high price for these parts.—*N.-C. Daily News.*

NORTHERN NOTES.

The following items are from the *P. & T. Times* of the 19th inst.:-

M. Paul Lessar, the Russian Minister, went up to Shanhaikwan yesterday morning with the mail train. His Excellency was looking far from well, and like his colleagues seems to be reacting to the confinement and heat of Peking.

We understand that in some of the departments of the Tientsin Provisional Government notice has been formally given to terminate the engagements of the foreign employees. We hear that up to date the Police and Treasury are exceptions.

The 30th Punjab Infantry arrived at Taku on the 12th in the British India transport *Uganda* to relieve the 6th Burma or the Gurkhas: they came in to Sin Ho, and went up the line next day, whereupon the Burmas entrained for Sin Ho. The weather was unhappily adverse and the latter arrived at their destination perfectly drenched. The departure of the Regiment is greatly regretted in Tientsin, where Col. Keary and his officers have completely identified themselves with the local interests. It is, we understand, arranged that the 30th will later on go to Shanhaikwan and relieve the Gurkhas.

We are not surprised to hear from Rev. George Clarke that Mr. Murray, the headmaster of the Lays' School at Chefoo, is very ill. The moment we heard of the awful tragedy we were confident that it would react on the staff. Schoolmasters and mistresses feel their responsibilities in a way that few parents ever give them credit for. We have never known an educational establishment where such intense interest is taken in the youngsters' welfare as the Chefoo School; at one time indeed we thought it excessive, and tending to overshoot its mark. We feel profoundly for Mr. Murray and his colleagues.

The local American authorities have recently been on the track of some of their fellow citizens who were wanted on an accusation of getting money under false pretences. One of the men was traced successfully as far as Shanhaikwan, but there he went to earth. Another fell into the hand of the Tientsin Consular authorities and was awaiting his preliminary investigation; as the Consulate has no proper gaol, the man by the courtesy of the British was placed *pro tem*, in the Municipal prison where the Provost Marshal detains his minor offenders. He there played the role of Jack Shephard by successfully breaking gaol and disappearing on the evening of Sunday last. The feat was no great one, as the wall was only two bricks thick, and the removal of the new mortar with the food-knife supplied from the Consulate was a very simple business. The man has not been heard of since.

We have some reason for thinking that the retrocession of the City will be almost immediately followed by that of the Shanhaikwan and Newchwang Railway. The Russians are eager to dissociate themselves from the grudging policy which has marked military acquiescence in the terms of the Protocol of 1901. But for the clause which deals with the Military co-directors, we believe that the Peking and Shanhaikwan line would ere this have been restored to the Chinese.

Our contemporary's city correspondent writes:-

H. E. Yuan accompanied by the *Fan-tai Chow* is expected daily to attend to the negotiations about the impending transfer of the city Government.

The Paoting palace is to be finished by the Chinese eighth moon.

Some of the Peking gentry are trying to establish a school for their girls.

The Italians in the Hotang district have a proclamation out for the clearance of parts of their concession of dilapidated houses, &c. Compensation is fixed by schedule.

Prince Su has been so indisposed as to be unable to attend to business.

The cholera is so bad in Peking that the Throne has issued an edict commanding the Board of Revenue to find funds for isolation hospitals.

The E-ho-yuan (Summer Palace) and the three lakes will, it is estimated, require Tls. 4,000,000 if they are to be restored to their former beauty.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

CHINESE STOWAWAYS TO THE PHILIPPINES.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 26th July.

SIR, The correspondence published in your Friday's issue in connection with the complicity of the Chinese crews in helping the stowaways on board the steamers plying between Hongkong and the Philippine ports, and the admission therein by one of the leading firms that they are the victims of the treachery of their own servants, on whose mercy they hang in this matter, suggests to my mind a remedy which if adopted would tend to do away with the evil now complained of, even if the Government refuses to adopt the drastic measure which the local Chamber of Commerce very rightly advocates. The employment of Indian lascars crews in place of Chinese crews on board these steamers by way of trial would put a stop to any wilful connivance on the part of the crew in these criminal proceedings, and if the evil is thus successfully checked, it will open a large field for the employment of the Indian lascars on board the British steamers running on the China coast, where so much trouble is caused to the owners of the vessels by frequent attempts at smuggling of opium and other commodities when detected, as witness the recent seizures of opium on board the steamers at Saigon and Bangkok. As to the fitness of the Indian lascars to do the work in place of the Chinese crew there can be no question whatever. Instead of having a gang of dishonest, unscrupulous, and faithless plotters to whom the interest of their employers is as nothing when there is a fair prospect of making a few silver coins by unfair means, the ship owners will have in the Indian lascars an honest, faithful, sober, and brave crew, British born loyal to their very core to the British throne, and every inch worth the salt they consume of their employers, as is evident from the high value put on their services by such premier shipping companies as the Peninsular and Oriental and British India Steam Navigation Co.'s, not to speak of their employment in the Royal Indian Marine by the government of India, the Bombay and Persia Steam Navigation Company, and various other lines running from Indian ports to Europe and Africa. Thoroughly imbued with the idea that his employers are his *mā bāp* or mother and father, as I have frequently heard him call the P. & O. and B.I.S.N. Co.'s, the simple-minded lascar refrains from doing anything for his private gain that will do the least injury to the interest of his employers. These lascars can be divided into two classes, *viz.* those that come from Goga, Bhownugger, Daman, Bhagva Candy, and other maritime towns on the coast of Gujerat and Kathiawar, and those that come from Cocan, all in the Bombay presidency, and they all have their headquarters in Bombay. They are all Mahomedans, and being followers of Islam, they don't touch any wine, in strict obedience to the religious injunction propounded by the Holy Prophet of Arabia. The lascars employed on board the P. & O. steamers are all from the coast of Gujerat and Kathiawar, and from what I have ascertained from some of them they all sign at Bombay for one year, receiving 20 rupees per month, the company providing them with raw rations daily, as owing to their religious scruples they don't eat any meat that is not killed and dressed by a Mahomedan, nor do they ever touch pork, lard, or anything connected with pigs. They go to any part of the world where their "*mā bāp*" would like to send them. The same may be said of the Cocanis or lascars from the Cocan district, a few types of whom can be seen on board the

Royal Indian Marine steamer *Clive* now in our harbour.

I earnestly commend the experiment to the serious attention of the shipping companies interested in this matter, for just as our brave Sikhs, and Punjabis are utilised for police and watchman's duty all over the East, not only by the British Government, but to a certain extent even by the foreign governments, so will the advent of the Indian lascar crew in the Eastern waters be a force to reckon with, and will act as a wholesome deterrent to the Chinese crews and their secret guilds and societies, of which fortunately the Indian lascar is blissfully innocent.

During the recent labour troubles in Manila, and especially when the cigar operatives demanded exorbitant terms from the cigar factories, and even went on an organised strike, the idea of importing trained cigar operatives from the Madras Presidency was suggested by me to one or two of the leading factories, as the cigar industry of Trichinopoly is now making rapid strides under skilful European training and guidance, and there is no lack of trained operatives in India. The idea was readily accepted, but the doubt was expressed whether the United States Government would consent to a colony of foreign labourers being planted on their soil, and also whether the bellicose Filipinos would not revolt at the idea and use violence and bloodshed to oust these intruders. The question was not pursued any further, nor were the promoters of this novel idea afforded much time to sound the United States Government on the subject as the Filipino operative soon woke up to a sense of the injury he was doing to his national industry by putting forward impossible demands at a time when Japan, the Hawaiian Islands, and even Australia had closed their doors fast against them by imposing heavy duties on cigars, and when the trade was not in a very flourishing condition. The strike has therefore ended, but if foreigners living in countries owning foreign sway are so willing and ready to seek help in time of their trouble from India, which may well be called the brightest jewel in the diadem of the glorious British Crown, why should the Britishers not avail themselves of the ready-made forces placed within their easy reach, and shake themselves free from the conspiracy of "sixty against six" as one of the shipping companies so effectively puts it?—Yours, etc.

L. S. FADY BURJOR.

A COMPLAINT.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 24th July.

SIR,—Having been unfortunate enough to lose several articles of value out of my room whilst lying along-side Kowloon Dock, I would like, through the medium of your valuable paper, to warn shipmasters and others who have occasion to use the Docks to be very careful of their property while over there. It seems to me that there is an organised band of thieves among the native workmen or coolies, who watch every possible chance of lifting anything they can lay their hands on. When you complain to the Dock officials about it you are told that there is a notice (or ought to be if they don't forget it) on your gangway warning you about thieves. Well, I was alongside five days before I saw any such notice on my gangway and that was after the things were stolen. I am not the only victim on board my vessel, as the 3rd officer lost a gold watch.

It is not the intrinsic value of the things I lost, but as they were most of them presents I naturally feel very sore about it. Apologising for troubling you and hoping this warning may make seafaring people more careful when at the Kowloon Dock.—Yours, etc.,

L. DAWSON,
Master, s.s. *Taiyuan*.

VENTILATION AND "TOBIN" TUBES.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 26th July.

SIR,—Our Sanitary Artopagus meets and discusses themes far above the heads of common mortals—rats and guilds and things—but an uninitiated outsider sometimes feels tempted to "rush in" with feeble suggestion. One of the objects apparently looked on as desirable is the conveyance of outside air to the interior of

the dens which some Hongkong landlords love to construe for the slow asphyxiation of their fellow mortals. It may be a striving after the unattainable, but I have never seen any mention made of a simple device called "Tobin's tubes" which I have heard spoken of favourably and seen used in one of the older Government offices in London—and elsewhere.—and which would seem to be applicable to the condition of things out here; it is only a tube of about 3in. diameter, made of some thin metal bent to a right angle at one end, which is inserted in the outer wall about 18in or 2ft from the floor communicating with the air outside; the rest of the tube being perpendicular on the inside of the wall and some 5 or 6 feet high, is said to help ventilation considerably.

Possibly it may have been considered and found wanting; any way, it should meet with no objection on the part of the Chinese as it would seem to lend itself marvellously well to their ideas of ventilation, being easily stopped up with a rag if the air shows symptoms of getting too fresh—Yours, etc.,

L.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 28th July.

SIR,—Your correspondent "L" is advised in styling himself "an uninitiated outsider." The "Tobin" tube is a much advertised and overrated article, consisting of a comparatively small pipe, which delivers a fountain of air about six feet above the floor of a room. The air rises about two feet on leaving the pipe, and then curls over and descends upon the heads of the occupants in the form of a draught. In cold weather this is not enjoyed, and consequently (even in England) the tube is promptly plugged up with the handiest newspaper. In warm weather, or when the temperature outside is higher than that within the building, these tubes introduce no air at all; and owing to their size, at no time do they pass sufficient air to be of much practical use.—Yours, etc.,

M.

THE CORONATION CELEBRATIONS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 28th July.

SIR,—I was very pleased on reading the *Daily Press* this morning to see that you referred to the necessity of the Coronation Committee and the community doing their best to make the approaching celebrations a big success. To an outsider it would almost seem that the recent sudden and much regretted postponement had "knocked the stuffing" out of the local committee.

Many tradespeople and others have spent much money on arranging for illuminations, and now they do not know whether or when to illuminate. Everybody is anxious to do something, and your suggestion of the immediate publication of a programme is to the point. The postponement of the event did not mean its cancellation. Let us have a bigger show than ever, which the coming event demands, and if necessary send round the hat again, and do so "chop-chop."—Yours, etc.,

ONE OF THE CROWD

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 29th July.

SIR,—The Coronation of Their Majesties King Edward VII and Queen Alexandra is now officially fixed for the 9th August next, and Reuter informs us that the King has signed the Proclamation making that day a Bank Holiday. May I enquire, through the medium of your paper, what we are going to do locally to fittingly commemorate this auspicious occasion? I hope that the Coronation Committee will stir up and fix an official programme as soon as possible. Over \$30,000 has been subscribed by the public, and something should be done. I see no reason why we should not have the services at the Cathedrals as original y arranged, a Royal salute at noon, a review of troops, illuminations, and fireworks, and the fish procession at night, besides the torchlight procession and the garden party at Government House. I noticed that the bamboo scaffoldings at the Clock Tower, the Post Office, the Supreme Court, and other Government offices were taken down a few days ago; I therefore surmise that the Government offices and

public buildings will not be illuminated on the night of the 9th proximo. If I am right, it is really to be regretted that such is the case. I understand that a good many, in fact every one of the offices and private residences which were to be illuminated last month, have retained the preparations made, and will very likely do so. Unless the Government decided heartily to co-operate with the public in making a grand display, the Coronation, at least in this Colony, will indeed be shorn of a good deal of its splendours. We have now a two-fold reason for rejoicing, because His Majesty has just recovered from a very serious illness. Let something be done anyhow, so that the numerous subjects of Their Majesties in Hongkong can have an occasion to publicly testify their loyalty to their Sovereigns on the auspicious day of their Coronation.—Yours, etc.,

ANOTHER OF THE CROWD.

THE HIGH-LEVEL TRAMWAYS COMPANY.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 30th July.

SIR,—The late interruption in the service of the Peak Trams, owing, so it is said, to the brake being accidentally applied, caused considerable inconvenience to many of the season-ticket holders and others. No notice was circulated by the Managers on Monday night, and consequently several Peakites had to walk all the way down to their offices in the pelting rain on Tuesday, as they had gone to meet the cars as usual and were unable to obtain chairs, though ready to pay for them.

I willingly bear testimony to the very excellent way the tramway service has, generally speaking, been carried on since the line was first opened, and should not now trouble you and your readers, did I not consider that the cause of this last accident calls attention to a weak spot connected with the tramway which, in the opinion, I believe, of practical engineers, as well as in the opinion of those who are simply thinking of the safety of those travelling by the Tramway, calls for serious attention on the part of the management. I refer, of course, to the brake. There is no doubt that the present arrangements for suddenly stopping the car from the car itself are, to a certain extent, efficient. That is, the conductor, by letting go the brake, can stop the progress of the car; but, in order to make the brake suitable for its purpose it should not be an instrument that the conductor is afraid to apply except as the very last resource, or one that automatically applies itself because the conductor's hands are wet and slippery or because his attention is momentarily called away. The consequences of applying the brake at present are, even where no injury to the machinery is caused, of such a nature, delaying the running of the cars probably for a considerable time, that the conductor will never intentionally release the brake if he can possibly avoid doing so and the result of this some day may be that he delays to let go until it is too late and this may possibly lead to the sacrifice of many lives.

I realise that the brake is only intended to be used in emergencies, but cannot some equally efficient and more satisfactory machinery be substituted which will enable the car to be stopped as soon as serious danger is threatened instead of the conductor having to wait until an accident is inevitable unless the brake be applied?—Yours, etc.,

H. L. D.

THE FORTHCOMING RACE MEETING.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 27th July.

SIR,—I was very glad to see a letter from "Veteran" in your issue of Saturday last, and I quite agree with all he says as to the desirability of knowing as soon as possible what the programme for the next race meeting is going to be. I also agree with what he says as to the desirability of encouraging owners to take an intelligent interest in racing, and that owners should be encouraged to keep ponies over with a view to racing them again, and the reasonableness of the argument that these owners who do so have a right to expect that they will not be overlooked for the trouble and expense

incurred. At the same time a whole year is a long time to have to keep horses solely for racing purposes, and I don't think there are many owners who are prepared to go to such an amount of trouble and expense. But could not this objection be remedied in some way? If owners knew for certain that there was going to be some sort of a meeting, if only a one-day meeting, within six months instead of a year such an inducement might possibly make the owner of the "unlucky one" keep his pony instead of selling him at any price he will fetch at auction. Or again if the stewards of the Jockey Club would institute some sort of periodical Saturday afternoon meeting, that would probably help to keep up the interest, and owners would be encouraged to keep their ponies. As things are at present one can hardly wonder that most people elect to sell their ponies after the meeting. I have been told that the stewards never have regarded their duties as lasting beyond the annual race meeting and that when that is safely over they are free for another twelve months. Personally I think that if this is the case it is a most deplorable condition of affairs, and that the light in which the stewards regard their duties is erroneous. What form of inducement or encouragement is the best in order to keep up all interest between the long interval from February to February is, of course, a matter for discussion, but that something should be done seems to me to be the only way to carry out "Veteran's" ideas.—Yours, etc.,

AN OWNER.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 29th July.

SIR.—I have read the letter signed "Veteran," which appeared in your issue of the 26th inst., with much interest, also the letter signed "An Owner," which appeared in your issue of this morning. More than one gentleman asked me on Saturday last if I was "Veteran." I have on previous occasions also been asked if I was "Old Oar." I may say with one single exception, some ten years ago, I have never written a letter to the Public Press except over my own signature. I am neither "Veteran" nor "Old Oar" and I do not know who the gentleman are who so sign themselves. However, I fully endorse "Veteran's" and "An Owner's" views as expressed in their letters. I will go further and say that I believe that, if more encouragement is not given in the future to resident members of our Jockey Club to keep ponies over from one meeting to another for the purpose of racing, racing in Hongkong will gradually "fizzle" out.

Now what encouragement have the Stewards of the Jockey Club as a body given to resident members to keep ponies in the Colony from meeting to meeting for the purposes of racing? Please notice, I say the Stewards as a body, for there are and have been individual exceptions. Take the programme for the February meeting of 1902 as an example; study it and see how members of the Jockey Club who own waler ponies which had been imported for the race meeting of 1901 were treated when the programme at last appeared about the 16th to 20th December, 1901. For these unfortunate owners the following bill of fare was provided:—

First day:—2nd Race: The Valley Stakes, three quarters of a mile. 9th Race: The Foochow Cup, from the two mile post once round and in.

Second day:—1st Race: The Flyaway Stakes, three quarters of a mile. 9th Race: The Professional Cup, one mile and a quarter.

Third day:—2nd Race: The Waler Handicap, one mile and a half.

Bye-law 12 made by the Stewards decreed an increase or allowance of 1 lb for every quarter of an inch, equal to 4 lbs per inch, whilst the subscription waler griffins of 1901-1902 season were racing amongst themselves at an increase or allowance of just double that decreed by Bye-law 12. This last increase and allowance was the outcome of a meeting of the owners of the 1901-1902 subscription waler griffins held before Bye-Law 12 was ever made. What encouragement was held out to owners of Hongkong subscription waler griffins of 1900-1901 season kept over for the 1902 meeting by the programme of the 1902 meeting to induce owners to keep over ponies

from one meeting to the next? In four of the five races open to such ponies the unfortunate owners had to meet the pick of the Shanghai subscription waler griffins. I use the term "pick" for it was scarcely likely that anyone would take the trouble to send or import an animal from Shanghai unless such animal was considered to be pretty good. The conditions of such four races imposed no limit as to height. Amongst the Shanghai walers entered in such four races were two "horses," viz., *Golden Bell* and *Black Snake*, each measuring 15 hands and one quarter inch. In the fifth race, which was the Flyaway Stakes and in which Shanghai walers could not run, the subscription griffins of 1900-1901 had to carry a penalty of 12 lbs extra. The following are the results of such five races:—The Valley Stakes, won by *Mauffy* (*Golden Bell* and *Black Snake* did not start in this race). The Foochow Cup, won by *Black Snake*. The Flyaway Stakes, won by *Ichiban*. The Professional Cup, won by *Golden Bell*. The Waler Handicap, won by *Golden Bell*. So that *Golden Bell* and *Black Snake*, each measuring 15 hands and one quarter inch, divided between them the only three races in which they started and *Mauffy* was the only subscription waler of 1900-1901 which won a race at the meeting and the only pony of his class at all in the hunt in any of the other races. Truly encouraging results for future owners of kept over walers!

Now I should scarcely feel justified in quoting chapter and verse had I never drawn attention to these matters before, but I would beg to remind you, Sir, that on the 16th December, 1901, before the programme for the 1902 meeting was published, I addressed a letter to the Stewards of the Jockey Club on the same subject as "Veteran's" and "An Owner's" letters, of which letter I never even received a bare acknowledgment and which letter you kindly published in your issue of the 23rd December, 1901 (the *China Mail* and *Hongkong Telegraph* kindly publishing such letter in their issues of the 21st December, 1901).

The letter was a somewhat lengthy one, so I dare not ask you to reproduce it at length, but I feel I must take the following extracts from it. After stating that I had heard on the previous Friday that a draft programme had been drawn up in which seven races were to be reserved for walers on each of the first and second days of the meeting and six on the third day, and that of such twenty races only three would be open to Hongkong subscription ponies of the previous season, in two of which they would have to meet Shanghai subscription ponies at a difference of only 3 lbs per inch, the third race being a handicap, I continued as follows:—

"I would ask you, gentlemen, before publishing the programme to ask yourselves if you are not according to the programme as at present framed treating owners of Hongkong subscription ponies of last season with a great want of consideration, and whether this want of consideration is not likely to prove very detrimental to racing in the future in Hongkong by holding out to owners no inducement to keep over for the next year's race meeting ponies which have shown fair form. Surely owners of last year's subscription ponies who have kept them for many months at considerable expense are entitled to be able to enter their ponies in more than one race per diem and not to have to always meet the pick of the Shanghai subscription griffins which I believe originally numbered from 70 to 80, 41 of which were entered and whose height ranges up to 15 hands.

"Again as to the conditions of weight for such races you propose an allowance of only 3 lbs per inch. Why so? You are aware of the weight-for-inch scale in force in India and the Malay Peninsula, viz., 3 lbs for each quarter of an inch, and you are also aware of the unanimous decision arrived at by the owners of this year's subscription ponies (to which I presume you attach some weight), viz., that to bring waler ponies of different heights together the scale should be 2 lbs. for each quarter of an inch and not 3 lbs. per inch. That decision as regards the weight-for-inches to bring waler ponies of different heights together must, I submit, apply with equal force to all waler ponies whether imported this year or last year or any year until it has been found

to be an incorrect scale and that another should be adopted, when it will, I submit, be a question to be discussed by you with the owners of ponies. . . . Surely it must be apparent to you that a penalty of only 3 lbs. per inch must give an undue advantage to animals ranging from 14.3 to perhaps 15½ over ponies of 14.2 and under. So far as the scale itself goes it is unknown outside Hongkong. . . . I ask you before you adhere to the programme you have drawn up to give the owners of ponies an opportunity of meeting you and discussing the question. . . ."

My letter then went on to make certain suggestions to the Stewards. As I have said I received no acknowledgment even of its receipt.

Up to the 17th June last the old rules and regulations of the Jockey Club were in force, but on that date a meeting of members was duly held at which the new rules and regulations passed on the 3rd June last were confirmed and thenceforth became and are now the rules of the Club. Under the old rules and regulations I do not find one which states that the programme of the various races to be run at the annual race meetings should be settled by the Stewards alone. However, to the best of my recollection this has always been the practice, members not being in any way consulted. To this practice there was no objection whilst China ponies were the only specimens of horse-flesh raced, as the programme had long ago become a fixed one, at least so fixed that owners and would-be purchasers of China ponies for racing could with reasonable certainty say what races would be found on the programme for the following annual meeting. But with the introduction of the waler in 1900 new conditions had to be framed. I was not in the Colony during 1900 and did not return until after the 1901 meeting so cannot say to what extent members were consulted by the Stewards and asked to assist them in framing conditions as to the weight-for-inches scale and the penalties and allowances for winners and beaten ponies for the 1901 meeting, but I can say that as regards the 1902 meeting the Stewards, so far as I am aware, consulted no one but themselves. Owners had previously taken the law into their own hands as regarded the weight-for-inches scale for that season's subscription griffins and from that the Stewards could not depart, but they departed from that scale wherever they could, the explanation afforded to me being to the effect that the decision of the subscribers as to the weight for inches scale for 1901-1902 griffins was not binding on the Stewards as regarded other races. That may have been a correct decision but the Hongkong Jockey Club is after all a members' club and not an institution run for the benefit of the Stewards, and unless the Stewards were perfectly sure that they were right and all other owners wrong as regarded the more correct weight-for-inches scale it would, I suggest, have been more in accordance with the fitness of things had they consulted owners of walers and learnt their views, more especially on account of the previous decisions of such owners that a 2 lb per quarter-inch scale was the better scale to adopt for the 1901-1902 subscription griffins and that the 1 lb per quarter-inch scale might not be viewed with favour for 1900-1901 griffins and might be looked upon as unduly favouring horses of 15 hands.

It is with the view of preventing a repetition of what occurred over the programme of the last race meeting that I suggest that the present Stewards should during the month of August convene an extraordinary meeting of members of the Club under rule 30 of the new rules for the purpose of submitting to the meeting a report and the treasurer's statement of accounts up to April last and for the further purpose of submitting a programme for the next February race meeting, and lastly considering the advisability of holding a single afternoon's race meeting during November next. The new rules did not as I have said come into operation until 17th June last, consequently no half-yearly April meeting such as indicated by rules 27 and 28 could be held and owners are still in a state of uncertainty in the matter of programme. If the Stewards do not respond to my suggestion then I would suggest that all owners who fall in with the views expressed by "Veteran," "An Owner," and myself should communicate with me with

the view of calling an extraordinary meeting of members for the above objects under the latter part of rule 30, which is as follows:— "The Stewards shall also convene an extraordinary general meeting under the same conditions and restrictions at the written requisition, which shall also be published in the notice calling the meeting, if any ten resident members." In this way a consensus of opinion should be obtained as to programme and a much needed fillip given to racing; for surely the love of racing is not quite dead in Hongkong but only slumbering on account of the hot weather and for want of a little encouragement being given those ready to afford a portion of their time and money to maintaining one of the oldest forms of sport in the world.

Apologising to you, Sir, for my very lengthy letter,—Yours, etc.,

GODFREY C. C. MASTER.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 30th July.

SIR—Will you allow me to make a few remarks in reply to the letters of "Veteran" and "Owner"? I think I am right when I say that nearly every one in Hongkong who subscribes for and trains walers is, like myself, absolutely ignorant of the rudiments of the art or science of training. I may even go farther and say that with one or two exceptions we have no knowledge of horse-management in its simplest forms, let alone the training of the racehorse. As to race-riding, any one who attended last meeting must admit that with the exception of Mr. Master and Mr. Cruickshank we had no one who could compete with the Shanghai "jocks." Now it seems to me that the Stewards are pursuing a very sound policy in catering sport for the many and not for the few—by this I mean that by giving many prizes for old griffin races at the forthcoming meeting they would be merely making presents as it were to one or two expert horsemen, who, if they are allowed the time properly to prepare an animal, are positively certain to win all the races—and where would the sport come in? Of course some may say "Let the best man win." But the Stewards of Jockey Clubs have to consider the interests of racing, and in the present instance I for one am entirely in accord with their policy of letting every one have a chance. Might I suggest for their consideration that to make the chances for every one more even the waler griffins for the next meeting only arrive say some six weeks before they have to race. If this course were adopted it would give the majority of owners a much better chance, as the aforementioned expert trainers would not have sufficient time allowed them to get their horses into better condition than those of—Yours, etc.,

"TYRO."

UNITED ASBESTOS ORIENTAL AGENCY, LD.

The sixth annual general meeting of shareholders in the United Asbestos Oriental Agency, Ltd., was held on the 28th ult. in the offices of the general managers, Messrs. Dodwell & Co., Ltd., Queen's Buildings. Mr. G. H. Medhurst, chairman, presided, and there were also present Messrs. E. J. Libeaud, A. Ritchie, J. Galt, J. D. Auld, W. H. Wickham, and G. B. Edwards (secretary).

The notice calling the meeting having been read,

The CHAIRMAN said—Gentlemen, As the report and statement of accounts have been in your hands for some time, I propose, with your consent, to take them as read. It is satisfactory that notwithstanding the increased working expenses, and the greater competition met with, the profits for the past 12 months are very nearly equal to those of the previous year, and the General Managers recommend the payment of the same dividend, viz., 20 per cent. on the ordinary shares, and \$19.80 on the founders' shares, and the transfer of \$3,000 to reserve, bringing that fund up \$8,000. I do not think the accounts need much explanation. The principal asset, the stock of material on hand, has been carefully checked by Mr. D. Macdonald, marine surveyor. We have not considered it necessary to write down this year the value of the steam launch *Gladiator*. The launch has been well kept up and is in first-class

condition, and could be sold for considerably more than its book value. Before proposing the adoption of the report, and passing of the accounts, I shall be pleased to answer any questions to the best of my ability.

No questions being put,

The CHAIRMAN said—I beg to move the adoption of the report and passing of the accounts.

Mr. W. H. WICKHAM—I beg to second the motion, and in doing so I wish to congratulate the general managers and the staff on the successful working of the past year.

The motion was agreed to.

On the motion of the CHAIRMAN, the re-election of Mr. W. Hutton Potts as auditor was agreed to.

The CHAIRMAN—That is all the business, gentlemen. I thank you for your attendance. Dividend warrants will be ready to-morrow (Tuesday).

The following is the report:—

The General Managers have now the pleasure to lay before the shareholders the accompanying statement of accounts for the year ended 31st May, 1902.

ACCOUNTS.

The balance at the credit of profit and loss account, after writing off \$65.40 for depreciation and including \$731.80 brought forward from last year, is \$15,389.03, which it is proposed to appropriate as follows:

To place to reserve fund	\$3,000.00
To pay a dividend of 15 per cent. on ordinary shares	5,940.00
To General Managers' remuneration	2,000.00
To pay a further dividend of 5 per cent. on ordinary shares	1,980.00
To pay \$19.80 per share on 100 founders' shares	1,980.00
To carry forward to new account	489.03
	\$15,389.03

AUDITOR.

The accounts now presented have been audited by Mr. W. H. Potts, who, being eligible, offers himself for re-election.

DODWELL & CO., LD.,
General Managers.

Hongkong, 10th July, 1902.

HONGKONG, CANTON AND MACAO STEAM-BOAT CO., LD.

The following is the report of the Board of Directors to the ordinary half-yearly meeting of shareholders to be held at the office of the Company, on the 5th inst., at noon.

The Directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 30th June last.

After paying running expenses, salaries, premia of insurance, repairs, and all other outgoings, there remains, including \$27,327.6 brought forward from last account, the sum of \$214,043.9 at credit of profit and loss account. From this amount the Directors recommend that a dividend for the half-year of 10 per cent. on capital or \$120,000, be paid to shareholders, and that \$50,000 be written off the book value of steamers, leaving a balance of \$44,043.29 to be carried forward to new account.

Increased running expenses combined with the general dulness of trade account for the falling off of the steamers' net earnings as compared with those of the corresponding period of last year. So far, there is no improvement to report in the conditions under which the West River steamers have been working.

The customary repairs have been effected during the half-year and the steamers have been maintained in their usual state of efficiency. The new steamer for the Hongkong-Canton service on joint account with the China Navigation Company, alluded to in the last report, has been contracted for with the Hongkong and Whampoa Dock Company at the price of \$395,000 and is deliverable in the early part of next year. The interest of the China Navigation Company in this steamer will be three-eighths.

Upon leaving the Colony the Honourable J. J. Bell-Irving resigned his seat at the Board and the Honourable C. W. Dickson was nominated by the directors to fill the vacancy subject to confirmation by the shareholders at this

meeting. In accordance with the articles of association Mr. F. A. Gomes and the Honourable C. W. Dickson retire from the Board by rotation, and, being eligible, offer themselves for re-election.

The accounts have been audited by Messrs. A. O'D. Gourdin and W. H. Potts, the latter in place of Mr. Henderson, who has left the Colony. Messrs. Gourdin and Potts offer themselves for re-election.

C. W. DICKSON, Chairman.

Hongkong, 22nd July, 1902.

The accounts are as follows:—

30th June, 1902.	ASSETS.	\$ c.
Value of steamers <i>Pouan, Honam, Heung-shan, Lungshan, & the of Fatsan</i> , and 3rd of <i>Nanning and Sainam</i>	684,000.00	
Value of lighters <i>Sun Lee and Wo Lee</i>	10,500.00	
Value of wharves, hulks, and moorings	89,500.00	
Value of properties at Canton, Wuchow, and Kongtun	40,666.39	
Value of coal, stores, and spare gear	10,645.38	
Value of furniture	750.00	
Value of shares in public companies	821,652.00	
Value of Chinese bonds	1,034.48	
Loans on mortgage	789,500.00	
Cash with the Hongkong and Shanghai Banking Corporation	24,098.41	
Interest accrued to date	1,281.48	
Premium on marine policies unexpired	1,077.27	
Sundry debtors	9,486.31	
	\$2,491,381.72	

30th June, 1902.	LIABILITIES.	\$ c.
Amount of capital, 80,000 shares of \$15 each, fully paid up	1,200,000.00	
Amount at credit of depreciation and insurance fund	690,000.00	
Amount at credit of equalisation of dividend fund	300,000.00	
Amount at credit of investment fluctuation account	164,884.53	
Unclaimed dividends	6,282.00	
Sundry creditors	6,171.90	
Amount at credit of profit and loss account	214,043.29	
	\$2,491,381.72	

PROFIT AND LOSS ACCOUNT.

30th June, 1902.	Dr.	\$ c.
To amount paid for repairs to steamers	35,394.74	
To directors and auditors' fees	3,250.00	
To balance to be appropriated, viz.:—		
Dividend at 10 per cent. on \$1,200,000	120,000.00	
To be written off book value of steamers	50,000.00	
To be carried to new account	44,043.29	
	\$252,688.07	

31st Dec., 1901.	Cr.	\$ c.
By amount brought forward from last account	27,527.60	
30th June, 1902.		
By net earning of steamers	169,069.01	
By interest on investments	56,143.96	
By transfer fees	147.50	
	\$252,888.07	

30th June, 1902.	Dr.	\$ c.
To balance	600,000.00	
31st Dec., 1901.		
By amount at credit	600,000.00	

30th June, 1902.	Dr.	\$ c.
To balance	300,000.00	
	\$300,000.00	

31st Dec., 1901.	Cr.	\$ c.
By amount at credit	200,000.00	
4th Feb., 1902.		
By amount appropriated from profit and loss account for half year ending 31st December, 1901	50,000.00	
By amount transferred from investment fluctuation account	50,000.00	
	\$300,000.00	

The Russian Governor-General of the Amur district has wired to the Russian Minister at Tokyo, making a modification in his recent declaration to the effect that all vessels leaving any Japanese port for Siberia should first visit Vladivostok for quarantine purposes. By the new arrangement those vessels coming from ports in Northern Japan, after having obtained a bill of health endorsed by a Russian Consul, may freely proceed to any Siberian port without first visiting Vladivostok. Only the vessels coming from ports in Southern Japan are to be dealt with in accordance with the Governor-General's declaration.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the seventy-fourth report of the court of directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Saturday, the 16th August, at noon.

To the Proprietors of the Hongkong and Shanghai Banking Corporation.

Gentlemen,—The Directors have now to submit to you a general statement of the affairs of the Bank, and balance sheet for the half-year ending 30th June, 1902.

The net profits for that period, including \$1,438,248.07, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$3,557,618.92.

The directors recommend the transfer of \$500,000 from the Profit and Loss Account to credit of the Silver Reserve Fund, which fund will then stand at \$4,750,000.

They also recommend writing off Bank Premises Account the sum of \$200,000.

After making these transfers and deducting remuneration to Directors there remains for appropriation \$2,842,618.92, out of which the Directors recommended the payment of a dividend of one pound and ten shillings sterling per share, which at 4/6 will absorb \$533,333.33.

The difference in exchange between 4/6, the rate at which the dividend is declared, and 1 8/32, the rate of the day, amounts to \$871,544.71.

The balance \$1,437,740.88 to be carried to new profit and loss account.

DIRECTORS.

The Honourable J. J. Bell Irving and Mr. R. L. Richardson having resigned their seats on leaving the Colony, the Honourable C. W. Dickson and Mr. G. H. Medhurst have been invited to fill the vacancies: these appointments require confirmation at this meeting.

Mr. A. Haupt has been elected deputy-chairman in place of the Honourable J. J. Bell Irving.

AUDITORS.

The accounts have been audited by the Honourable C. S. Sharp and Mr. W. Hutton Potts.

R. SHEWAN,
Chairman.

Hongkong, 29th July, 1902.

The accounts are as follows:— ABSTRACT OF ASSETS AND LIABILITIES. 30th June, 1902.

LIABILITIES.		\$	c.
Paid-up capital	10,000,000.00		
Sterling reserve fund	10,000,000.00		
Silver reserve fund	4,250,000.00		
Marine insurance account	250,000.00		
Notes in circulation:—			
Authorised issue against securities deposited with the Crown agents for the colonies	10,000,000.00		
Additional issue authorised by Hongkong Ordinance No. 19 of 1900, against coin lodged with the Hongkong Government	4,623,665.00		
	14,623,665.00		
Current accounts:—			
Silver	84,831,825.00		
Gold, £2,024,490=	23,670,810.87		
	108,502,635.87		
Fixed deposits:—			
Silver	46,377,376.76		
Gold, £3,898,216=	45,625,608.54		
	92,002,985.30		
Bills payable (including drafts on London bankers and short sight drawings on London office against bills receivable and bullion shipments)	28,173,424.06		
Profit and loss account	3,557,618.92		
Liability on bills of exchange re-discounted, £5,999,003 12s. 5d. of which up to this date £4,378,169 have run off.			
	\$271,360,329.15		
ASSETS.		\$	c.
Cash	44,575,002.64		
Coin lodged with the Hongkong Government against note circulation in excess of \$10,000,000	5,500,000.00		
Bullion in hand and in transit	10,129,880.61		
Indian Government rupee paper	2,326,557.59		
Consols, colonial and other securities	10,123,265.99		

Sterling reserve fund investments, viz:—

£250,000 2½ per cent. Consols lodged with the Bank of England as a special London reserve, at 90 £225,000	\$1,900,000.00
£267,500 2½ per cent. Consols, £255,000 2½ per cent. national war loan at 90 £470,250	4,702,500.00
£357,000 other sterling securities standing in the books at £339,750	3,397,500.00
	10,000,000.00
Bills discounted, loans and credits	89,503,155.27
Bills receivable	99,322,108.47
Bank premises	880,358.58
	\$271,360,329.15

GENERAL PROFIT AND LOSS ACCOUNT.

Dr.	10th June, 1902.	\$	c.
To amounts written off:—			
Remuneration to directors	15,000.00		
To dividend account:—			
£1.10 per share on 1,000 shares	—	533,333.33	
£120,000 at 4/6	—	—	
To dividend adjustment account:—			
Difference in exchange between 4/6, the rate at which the dividend is declared, and 1 8/32, the current rate of the day	—	871,544.71	
To transfer to silver reserve fund	—	500,000.00	
To transfer to bank premises account	—	200,000.00	
To balance forward to next half-year	—	1,437,740.88	
		\$3,557,618.92	

Cr.	\$	c.
By balance of undivided profits, 31st December, 1901	1,438,248.07	
By amount of net profits for the six months ending 30th June, 1902, after making provision for bad and doubtful debts, deducting all expenses and interest paid and due	2,119,370.85	
	3,557,618.92	

STERLING RESERVE FUND.

\$	c.
To balance	10,000,000.00
By balance 31st December, 1901 (invested in sterling securities)	10,000,000.00
	20,000,000.00

SILVER RESERVE FUND.

\$	c.
To balance	4,250,000.00
	\$4,250,000.00
\$	c.
By balance 31st December, 1901	4,250,000.00
By transfer from profit and loss account	500,000.00
	\$4,750,000.00

SUPREME COURT.

Tuesday, 29th July.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE
(PUISNE JUDGE).

HANSEN v. MARTY.

In this case H. C. Hansen, lately third engineer on the s.s. *Hongkong*, sued A. R. Marty for \$511, being wages and board alleged to be due to plaintiff in lieu of notice. Mr. E. J. Grist, of Messrs. Wilkinson & Grist, solicitors, appeared for the plaintiff, and Mr. P. W. Goldring, of Messrs. Deacon & Hastings, solicitors, for the defendant.

In his evidence, which had been given on a previous date before the Registrar, Captain J. T. Pannier of the *Hongkong*, had stated that he had been master for two and a half years. His first engineer engaged the plaintiff and brought him on board the steamer. Witness could not remember when he joined the steamer. The chief engineer gave witness plaintiff's name and he reported the matter at the French Consulate according to custom. The plaintiff, who was a Dane, did not sign the articles, because foreigners never did so. They only required their names on the articles in case of need. The French Consul entered the name on the articles. The plaintiff never signed any paper to witness's knowledge, nor did witness give him any. He was unable to say whether Mr. Marty or the chief engineer had done so. There were certain rules attached to the articles; he had not them by him at that time; they had been

misaid. In reply to questions which were formally objected to by Mr. Grist, witness stated that these rules were supposed to apply to French subjects only and that the rule affecting the engagement of engineers and officers was that when shipped in a French port they must be returned to the port of engagement; they might not be discharged at a foreign port except by consent; foreigners might be discharged, but not Frenchmen. In further evidence, witness deposed that they were bound to take Frenchmen when they were obtainable at the port of departure. The plaintiff was discharged at Hongkong. Notice of discharge was given to him at Haiphong. He was discharged on 7th April and got notice of discharge on the 2nd. There was no reason why foreigners did not sign the articles; it was the law. The reason he discharged the plaintiff was that he had another French engineer to take his place. He was compelled to take the man. The plaintiff had been about a year on board. During his employment on board there was a case of a man named Kandt who was discharged by the chief engineer under similar circumstances. The chief engineer was supposed to know the rules relating to 24 hours' notice. He believed so, as the chief engineer exercised that power in Kandt's case. There was an entry in the articles against the name of foreigners to the following effect—*Etrangers non-inscrits*. The chief engineer was a foreigner. He was not on the articles either. He was on the same footing as the others. It was also customary for engineers and officers on these ships to give 24 hours' notice only of their intent to leave; therefore this notice was reciprocal. That had happened several times since he had been in command of the ship. The wages were paid at the end of the month on the ship's arrival at Hongkong.

Cross-examined—The articles on which plaintiff's name appeared were in Haiphong. He entered plaintiff's name on these and the Consul visaed it. These articles were at the office of the Commissaire de la Marine; they were in the archives. He gave the rules attached to the articles to Mr. A. R. Marty. The articles were not complete without the rules. When he gave the rules to Mr. Marty this claim had already been made. Mr. Marty had told him that the papers had disappeared from off his table. The rules were printed and were obtainable. Only Frenchmen were bound by the ship's articles. These rules were supposed to apply to Frenchmen only. The rules did not say so. The steamer was not subsidised by the French Government, because of the foreigners on board. He could only say that the owner would not get the subsidy as long as he had a foreign crew. The subsidy might be allowed as long as the captain and the first engineer were French. That law had not yet passed. The rules provided for four months' notice on both sides. These rules were attached to the articles when the plaintiff's name was entered.

His Lordship, addressing Mr. Grist, remarked that he was practically suing on the French articles and rules; had he got them?

Mr. Grist said he had not. He thought they had quite sufficient to go upon in the captain's statement that the rules provided that four months' notice should be given or taken. There was also the statement of the captain to the effect that the rules did not state that they applied to French subjects only.

H. C. Hansen, the plaintiff, being called, deposed that he was a native of Denmark, and that he had been engaged as third engineer of the *Hongkong* on Christmas Day, 1900. The chief engineer engaged him and took him on board. His pay was to be \$90 a month, with \$35 for board. When he went on board he did not see the ship's articles, nor did he see them at all. The chief engineer explained to him the terms of the engagement, said that his name was put in the articles, explained what was contained in the articles and that there was four months' notice on either side. He joined the ship on that understanding. He left on 7th April and was paid up till 1st April. He was told at Haiphong that his services would not be required after reaching Hongkong. The reason given was that they were going to carry a French third engineer. He now claimed \$511 of salary and board money for four months and seven days.

Cross-examined—He had been twelve years at sea and seven years on the China coast. The notice given on ships of other nationalities varied when no stipulation was made. He had not been on English ships. On German ships it was five months.

Mr. Goldring proceeded to address the Court, arguing that plaintiff was only a supernumerary and that it was the custom for officers and engineers, other than first officers and first engineers, to be subject to only 24 hours' notice on either side.

His Lordship said he desired to have the French Consul present in order to learn what the conditions of engagement were in this case.

An adjournment was accordingly made.

On the Court resuming in the afternoon,

M. R. Réau, the French Acting Consul, stated in answer to questions by his Lordship that he had seen the articles on French ships and that foreigners entered on the articles as *non-inscrits* were not entitled to the benefits with regard to augmentation of pay and pension that belonged to French seamen and engineers.

Cross-examined—Supposing a man were engaged in Hongkong and he were a French subject, he was entitled to the benefit of the articles. Were he *non-inscrit*, he would be bound by the custom of the port.

W. S. Bailey deposed that he was superintendent of Mr. Marty's ships and had been so for four years. He engaged the chief engineers, and the juniors were generally engaged by the chiefs. The amount of notice given on the Marty steamers, so far as his knowledge went, was the same as on all other ships—24 hours. This, he thought, was universal. It was a recognised thing, so much so that no trouble was taken to inform the men of it.

By his Lordship—The chief engineers could be dismissed on 24 hours' notice.

Cross-examined—Any engineer on the river and coast steamers could be dismissed on 24 hours' notice. He believed that the 24 hours' clause appeared on these ships' articles. He had not seen the articles of the Marty steamers and did not know whether four months' notice was arranged for on either side.

Mr. Goldring, in addressing the Court at the conclusion of the evidence, said that the Consul's statement was clear that a stranger put on the articles of a French ship, signed by the Consul or the captain, as the case might be, was not entitled to the benefit of those regulations to which the plaintiff claimed to be entitled, and that a stranger who was *non-inscrit* was precluded from those benefits and was bound by the custom of the port.

His Lordship in delivering judgment said he must go against the defendant. He had asked Mr. Marty to produce blank forms of the articles and rules and this had not been done. He was perfectly certain that they must have such blank forms somewhere about.

Mr. Goldring remarked that he had tried to get them for himself and had been told that they were only obtainable from Haiphong.

His Lordship gave judgment for the plaintiff.

Wednesday, 30th July.

IN APPELLATE JURISDICTION.

BEFORE THEIR HONOURS W. MEIGH GOUDMAN (CHIEF JUSTICE) AND A. G. WISE (PUISNE JUDGE).

THE LUEN MOW v. THE LEUN CHEUNG TAI.

This was an appeal from a decision of Mr. Justice Sercombe Smith, delivered in the Summary Court on 27th February last. Mr. M. W. Slade, barrister-at-law (instructed by Mr. J. S. Harston, solicitor) appeared for the plaintiff, and Mr. E. H. Sharp, K.C., barrister-at-law (instructed by Mr. G. K. H. Brutton, solicitor) for the defendant.

The Chief Justice delivered judgment as follows:—The writ in this case was issued on 29th January, 1902, by the Luen Mow firm, claiming against the Leun Cheung Tai firm the sum of \$355.87, balance alleged to be due from the defendant to the plaintiff in respect of tea sold and delivered to them by the Luen Mow firm after giving credit for payments already received. The tea transactions took place in 1899, 1900 and early in 1901, and it is not disputed that the tea was delivered, but there is a dispute as to the

charges. The action came on for trial before Mr. T. Sercombe Smith, Acting Puisse Judge, in the Summary Jurisdiction of the Supreme Court, on the 27th February, 1902, and after the plaintiffs had called their managing partner to prove their claim, Mr. Brutton for the defendants cross-examined the witness and elicited that the plaintiff firm was no longer carrying on business, the Luen Mow having ceased buying and selling since 15th October, 1902, although the firm was not dissolved and still kept up its sign-board for the purpose of collecting outstanding debts. Thereupon Mr. Brutton seems to have taken the objection that the plaintiffs could not sue in the firm name because section 483 of the Code only allows two or more persons claiming as co-partners to sue in the firm name if they were co-partners at the time of the accruing of the cause of action and were carrying on business within the jurisdiction, (as he seems to have submitted) at the time the writ was issued. No one in the Court below took the point urged by Mr. Slade to-day that it was sufficient if the firm was carrying on business within the jurisdiction at the time the cause of action accrued. The first question submitted for the opinion of this Court by the special case settled by the parties was as follows:—"Were the plaintiff firm carrying on business at the date of the issue of the writ, within the meaning of the Code of Civil Procedure?" We are of opinion that the firm was not carrying on business at the time the writ was issued. Whatever may be the proper interpretation of section 483 it is obvious that the objection is technical, going to the form, and not to the real merits of the action. If the plaintiffs had sued in the names of the individual partners instead of in the firm name, no objection of the kind could have been raised, and this was why the plaintiff's solicitor in the Court below, thereupon, asked to have the writ amended by substituting the names of the individual partners constituting the firm, for the firm name. He contended that the Judge below had power to make this amendment under either Section 55 or Section 146 of the Code. The Judge, however, held that he had no such power, and nonsuited the plaintiffs. In my opinion, Section 55 of the Code confers the necessary power. That Section enacts, *inter alia*, that "where it is doubtful whether an action has been commenced in the name of the right plaintiff, the Court may, if satisfied that it has been so commenced through a *bona fide* mistake, and that it is necessary for the determination of the real matter in dispute to do so, order any other person to be substituted as plaintiff on such terms as may be just." In this case, assuming that the action ought to have been commenced in the names of the individual partners as plaintiffs instead of in the name of the firm, it seems to me to be necessary for the determination of the real matter in dispute, viz., whether the balance claimed for tea supplied was due or not, to substitute the name of the partners for the name of the firm. In the Construction of Ordinances, "Words in the singular shall include the plural." See section 2 of Ordinance No. 24 of 1897. I am of opinion that the Judge below had, in this case, power to substitute for the firm the individual partners, and that such amendment could injure or prejudice no one and should have been made. Some of the points submitted for the opinion of this Court we find in favour of the defendants but as regards the main point, the power of amending, we find substantially in favour of the plaintiff. I say "substantially" because we are asked whether the plaintiff was entitled to have the writ amended, and although I am not prepared to say he had a right to the amendment, I think the Judge, in his discretion, should in this case have allowed it. The justice of the case will be met by allowing the amendment and letting the case below continue at the point where it left off. This course the parties do not object to, I understand. As regards the costs of the appeal, each party must, taking into consideration all the circumstances, bear his own costs. With regard to the costs of the case below these will be determined when its result is known.

The Puisse Judge concurred, and stated that he quite agreed that each party ought to bear his own costs of the appeal.

The Court adjourned.

REVIEWS.

Siam in the XXth Century. By J. G. D. CAMPBELL. London, Edward Arnold.

(Second Notice.)

MR. CAMPBELL divides his book, after the introductory section, into chapters upon the geography and commerce of Siam, the country's past history, the Siamese character and civilisation, manners and customs, government and administration, religion, and education. Chapters follow on the Chinese in Siam and upon international questions, leading up to the conclusion, from which we have already quoted. Among descriptions of Siam which we have read Mr. Campbell's takes a high place and his studied fairness gives it a high value. The chapter "Siam in the Past" is brief and necessarily summary, but, short of a history of Siam, it gives as much as the ordinary reader requires. The section on the Siamese character and civilisation is hardly consolatory to well-wishers of Siam, though the author, as we have implied, is far removed from the bitter critics of Siam who have lately made themselves heard freely. The effect of Chinese and European competition, after the opening up of the country, promises little good, Mr. Campbell thinks, for the indolent natives. In trade certainly, and in politics and administration probably, Siam will continue in a condition of dependence on foreigners. The dangers threatened from Chinese immigration are discussed in a special chapter. But Mr. Campbell, it is to be noted, is no believer in the "Yellow Peril," which some suppose to menace the world. The intermixture of Chinese blood in Siam which arises from the Chinese immigrants marrying Siamese women is doing something to strengthen the weak and athletic Siamese character, so that in some ways the Chinaman seems to be benefitting Siam—as is only fair seeing how he draws money from the country. The chapter on manners and customs is decidedly more complimentary to the Siamese than its predecessor, and Mr. Campbell looks with a kindly eye on the ways of the people among whom he has resided. "The lover of quaint customs and ceremonies and the student of old-world beliefs," he says, "are likely for many years to come to find much to attract them in this little visited corner of the world."

With regard to the government of Siam, Mr. Campbell's opinion is that, were the control of the European officials at present removed, nearly every Government office would relapse into the most hopeless confusion. Not an encouraging verdict this, but it is shared by practically every European writer on Siam. It has been stated recently that Siam does not intend to replace the various European advisers as they retire from service—so that we may possibly see the vindication of this view before long.

Mr. Campbell devotes two chapters to religion in Siam, and very interesting chapters they are. He writes not unsympathetically of Buddhism, though he is evidently less attracted by its tenets than many others who have dealt with this great world-religion. We do not think, however, that he is just where he compares Buddhism and Christianity, the "placidity, shallowness, and egoism" of the former with the "fervour, depth, and intensity" of the other. But this is not the place for a discussion of such a kind. Mr. Campbell at any rate sees less sham Buddhism than sham Christianity in the world, and warns the missionaries in Siam that their greatest obstacle is to be found in their own nominal Christian fellow-countrymen. "A heavy responsibility," he concludes his two chapters by saying, "lies on those who come to Siam for the purpose of filling their purses and furthering their own ends if they do not at least set before these people [the Siamese] the example of a clean and honourable life."

Another interesting chapter is that devoted to education in Siam. Mr. Campbell sees no signs of the Siamese becoming an intellectual people, though they are intellectually quick especially at the start. Hope, however, may perhaps be derived from the fact that the Siamese are at any rate not yet intellectually exhausted, for they have no literary past.

With the concluding chapter, on political questions, we need not deal further, as we have paid some attention to it already in our first notice of *Siam in the XXth Century*. We will

take leave of Mr. Campbell's volume by recommending it cordially to all interested in Siam and its future. We must not forget to mention that the illustrations, from photographs, are excellent and that the get-up of the book does credit to the publisher.

A New Trafalgar; a Tale of the Torpedo Fleet.
By A. C. CURTIS. London: Longmans, Green & Co.

DEALING with a theme very much discussed nowadays by authors of a certain school—literary "Jingoes," one might term them—*A New Trafalgar*, which tells of a great, final naval war between England and three Continental Powers, is no more and no less readable than others of its class. The book, however, does something beyond the mere narrating in pleasing form of events and incidents in this imaginary international conflict; it illustrates the weak points of the British Navy, and the insufficiency of the Mediterranean Squadron is startlingly emphasized by its total destruction early in the strife. The impregnability of Gibraltar, too, is scoffed at, and the great British fortress, the "Key of the Mediterranean," is made to succumb after two hours' shell-fire from the Spanish shore, the Spaniards having profited by the breaking out of hostilities and turned their guns on the Rock, whose obsolete artillery rendered defence impossible. Britain's numerical superiority in cruisers, according to the author, is her salvation, but the great part played by the torpedo-boats had no little weight in determining the ultimate swing of the scales. Indeed, in the latter connection the tenor of the author's remarks inclines one to the belief that he would like to see a material increase in the numbers of the "mosquito" fleet, and in that respect he will doubtless have the sympathy and support of his readers. The story of this great naval contest, in which England is pitted against and defeats a combination composed of Germany, Russia, and France, is graphically told, and, indeed, is the sort of narrative one likes to read right through at a sitting, not stopping until the curtain has been rung down on the last act in the great tragedy unfolded in its pages. To descend to the practical, however, and contrast reality with fiction, an element which inclines generally to exaggeration, it is interesting and even amusing to compare the author's statement of the achievement of the *Powerful* in this time of national exigency in coaling 1,200 tons in ten hours with the record of the *Terrible*—of the existence of which fine cruiser, strange to relate, not the remotest mention is made in the book—which recently in this harbour took on board 2,500 tons of coal in nine hours ten minutes. However, some one has said that comparisons are odious, and we readily grant that for the purposes of the history related by Mr. Curtis the performance of the *Terrible's* sister ship was very creditable indeed. Altogether, *A New Trafalgar* is a most readable book, and the time spent in its perusal will be far from misspent.

HONGKONG CHESS CLUB.

The remaining game by cable between Hongkong and Singapore has now reached the following stage:—

RUY LOPEZ.			
White. (Hongkong).	Black. (Singapore).	White. (Hongkong).	Black. (Singapore).
1 P-K4	P-K4	15 Q-R5	Kt-Q5
2 Kt-KB3	Kt-QB3	16 B-Q2	P-B3
3 B-Kt5	Kt-B3	17 Kt-K3	P-Q4
4 Castles	P-B4	18 1-Q3	Q-K2
5 Kt-P	Kt-Kt	19 P-B4	Pt-P
6 P-Q4	Q-K2	20 Kt-P	B-K3
7 Pt-B	Q-P	21 B-B3	Kt-Kt4
8 Kt-B3	Castles	22 Kt-K3	Kt-B
9 P-K2	Q-K2	23 Pt-Kt	Kt-B2
10 P-KB4	Kt-B3	24 Kt-BP	Q-B4 ch
11 P-K5	Kt-Ksq	25 Kt-Q4	E-Kt sq
12 Kt-Q5	Q-Qsq	26 R-Qsq	Kt-Q4
13 1-Q3	P-B4	27 P-K6	Q-P
14 P-B4	K-Rsq	28 Q-K5	

A "Recent Visitor to Macao" writes:—It is rather curious to observe that though so many notable improvements have been made in the buildings and laying out of Macao since H. E. Senhor Horta e Costa was appointed Governor, the only street named after him in the town is a very sordid one. The Rua Horta e Costa is certainly to be described as a "mean street."

PORTSMOUTH NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

Portsmouth, 28th June.

"*L'homme propose, mais Dieu dispose*" is a very true adage again exemplified by the sudden illness of our beloved King. After London, Portsmouth was the great attraction, for the great fleet had assembled in its ancient cadastre and also representatives of sixteen foreign naval countries. It was here that the great review was to be held to-day, and here that all the naval festivities of the week were arranged for, but alas, all that has been cancelled, and no one regrets the cause more than our own Jack Tars.

The only local celebration that has taken place on the 26th was the assembly of the Volunteers and friendly societies in front of the Town Hall, where the Mayor and Corporation met them. The Mayor's chaplain offered up a fervent prayer of intercession for the King, and the National Anthem was sung with great sincerity. At midday a dinner was given to the old people and 30,000 children partook of tea. In the evening, by the kind and generous thought of Admiral H.R.H. Prince Henry of Prussia, K. G., who is well known on the China Station, the magnificent band from his flagship *Kaiser Frederick III.* played at the Naval and Military Exhibition from 8 to 10 in the evening and needless to say they received a grand ovation.

The first-class cruiser *Orlando*, Com. P. H. Colomb, recently returned from Hongkong, is to come into harbour on Wednesday and prepare to pay off.

I noticed about the Town several "China boys" to whom I spoke and found they are all P. n. ti and that they came home in the *Aurora*, Captain E. H. Bayly, C.B., who was "a number one piece capen." Having expressed a desire to remain and see the review, he has kept them and taken them on the books of the cruiser *Conqueror*, which Captain Bayly had temporarily commissioned. They will return in the first man-of-war for the China Station.

The Naval and Military Exhibition at the Connaught Drill Hall, opened recently by the Earl of Northbrook, is very interesting. Amongst the numerous exhibits are some pictures, lent by the proprietors of the *Graphic*—"Chinese robbers pursued by Bengal Lancers," "H.M.S. *Powerful* arriving at Portsmouth from China," and also a "Panquet to men of the *Powerful*"; an old painting by Mr. F. T. Jane, of the "Battle of the Yalu between the Japanese and Chinese Fleets, 17th September"; four views of Hongkong, view of Hongkong Dockyard and view of Hongkong Ice House lent by Mr. Robert Melling; an old sword taken from the Boxers by a seaman from H.M.S. *Centurion*, 1901, lent by Mr. George Pearce. Major General F. H. Poore, R.M.A., lends a Japanese Court sword, presented to himself by his Majesty the Mikado, 1868. Dr. Emmett, M.D., shows a piece of the Great Wall of China taken from Ninghai in 1883, during the visit of H.M.S. *Audacious*; Mr. W. T. Starn, R.N., has sent the 12-centimetre shell which penetrated and disabled the after boilers of H.M. t.b. destroyer *Whiting* during the operations of the Allies against the forts and Chinese destroyers at Taku, June 17th, 1900. There are also some Chinese musical instruments from Port Arthur when sacked by Japanese troops, lent by Mr. C. Moorshead; Japanese weapons of sorts in various states lent by Col. L. Worthington Wilmer; bronze Chinese bell, lent by Mr. Madden. For what are supposed to be curios we are shown ordinary Japanese and Chinese teapots, cups and tray, tobacco box, lock and key, pillows for lady and gentleman, etc.!! Interesting mementoes lent to the Portsmouth Division, R. M. L. J., are two Chinese standards taken from the Imperial Palace, Peking, by Major and Bat. Lieut.-Col. Leake, R.M.L.I., and Mr. Stanley has a red flag, bearing a Chinese inscription, taken from a patrol commanded by Capt. Hsao, forming part of trained bands for the pacification of Tientsin; a black and pink flag of a similar kind, and a Boxer spear, all of which were captured by Midshipman Stanley, H.M.S. *Orlando*, 1900. The officers' mess, R.M.A., Eastney, lend a suit of Japanese armour belonging to a Daimio,

200 years ago, and also a Chinese lance. A Chinese soldier's uniform (two pieces) and a soldier's belt, a bugle captured at Weihaiwei arrows used by the Chinese, all were lent by Surgeon General Taylor. Mr. F. J. Wakely sends an interesting exhibit, a model of H.M.'s late Naval Yard, Shanghai, the Naval Ordnance offices, H.M.'s gunwharf, Portsmouth; amongst the numerous exhibits is a Japanese round shot fired into the boat of H.M.S. *Euryalus* at the bombardment of Kagosima, 1864-5; the next shot fired killed Captain Josling and Commander Wilmot of the *Euryalus*. Yesterday the band of the Japanese cruiser *Asama*, by kind permission of Rear Admiral Goro Ijima, played in the grounds and delighted a big attendance. We should mention that the work of the exhibition has fallen largely upon the capable hands of Councillor W. E. Duck, T.C., Hon. General Manager, and Mr. C. Collingwood Denny, Secretary.

CHINESE MINISTERS TO FOREIGN COUNTRIES.

In its "Notes on Native Affairs," the *N.-C. Daily News* says:—

In a recent paragraph in these "Notes" it was stated that reactionaries in Peking were trying to obstruct the appointment of Sir Chen-tung Liang Chêng, K.C.M.G., as Chinese Minister to the United States, Spain and Peru, and that it would be an exceeding pity and a loss to the country if those bigots got their way. It is a pleasure therefore to state now that official confirmation has been received regarding the news that has been published by the *Universal Gazette* to the effect that at the special recommendation of Prince Ching and the Minister of the Chinese Foreign Office—Waiwu Pu—the "Emperor," i.e., Empress Dowager, had been pleased to appoint H.E. Sir Chen-tung Liang Chêng, K.C.M.G., at present on tour abroad with Prince Tasi Chen, Special Ambassador to King Edward's Coronation, as First Secretary and Chief Adviser of the Embassy, to succeed H.E. Wu Ting-fang, whose term as Chinese Minister to the U.S., Spain and Peru expired in June last. Besides the appointment of Sir Chen-tung to the three countries named above, the appointment of the son of the enlightened Grand Secretary, Sun Chia-uai, the expectant Taotai, Sun Pao-chi, to succeed Minister Yü Kêng (Manchu) in Paris, and the expectant Taotai, Hu Wei-tê, to be Minister at St. Petersburg, vice Yang Ju, deceased, is also announced. *Appropos*, there is not much to record concerning the latter-named two new Ministers except that the official appointed to Russia is supposed to be a Russophile and was recommended by a Russophile to the Empress Dowager. All of the three new Ministers have been further specially granted the brevet button of a 3rd grade court officer which places them on an equality with the governor of a province.

JAPAN'S NAVAL EXPANSION PROGRAMME.

The programme for the construction of warships and torpedo boats is being carried out by the Japanese naval authorities as it was originally drawn up. Except two torpedo gunboats, which are to be sister-ships of the *Chihaya*, all the vessels which Japan has undertaken to build in accordance with the naval expansion scheme are to be completed by the fiscal year ending in March, 1904. The *Asashimo*, the last of the four torpedo destroyers ordered from England, is now on her way home, being expected at Yokosuka by the end of August next. The four other destroyers *Harusame*, *Murasame*, *Hayatori*, and *Asakiri*, are being built at Yokosuka and are to be completed in the course of the next fiscal year. In the meantime 30 torpedo boats are to be ready for service. The remaining torpedo boats will not be completed later than March, 1904. There are also two third-class cruisers now in course of construction at Yokosuka and Kure. These are the *Tsushima* and the *Nitaka*, each of 2,800 tons displacement, and they are also to be ready for sea by the end of March, 1904. It, however, is uncertain whether the two torpedo gunboats will be finished by the end of the 1904-5 fiscal year. In case they are not the

Japanese Government is now reported to be preparing to start another expansion programme, the execution of which is to date from April, 1904. It may be mentioned that Japan has now 8 battleships, 20 cruisers, 10 coast defence vessels, 16 gunboats, 4 despatch boats, 1 torpedo tender, 15 torpedo destroyers, and 79 torpedo boats.

THE CHINESE EASTERN RAILWAY.

The directors of the Chinese Eastern Railway complain of the Press criticisms that have been levelled at the line, and the directors regard it as their duty to make a statement on the subject. They state:—

The work of constructing this railway of 2,377 versts in length was begun in the second half of 1897, but the actual work of laying down the line was only begun in 1898. If we deduct the period of the disorders in 1900, less than four years have been spent on the line. In this time it has not been possible to complete the work in consequence of the exceedingly great local difficulties. It has only been as the result of extraordinary exertions that the rails were laid over the whole extent of the line towards the end of last year. That by no means signifies that the work of construction has been completed. This cannot be expected to take place even at the beginning of 1903, when much will still remain to be done. It will only be after the lapse of several years that the line will be in full working order. The management of the railway has, nevertheless, consented to carry passengers and goods in spite of the delay thus caused in the work of construction. This has only been because they recognised the great importance of opening railway communication with Port Arthur as soon as possible, and in order to meet the most pressing needs of the passenger and goods traffic. But in return for this concession the management expected that the public and the Press would appreciate its motives and refrain from unympathetic criticism. But, as a matter of fact, the attitude of the public has been very different from what was expected. Many of those who avail themselves of the services of the Eastern Chinese Railway make demands upon it which can only be fulfilled by a railway in complete working order. There would have been no occasion for these attacks if the management had not opened a line for temporary traffic, but in that case the very people who are now complaining would have been the sufferers.

HONGKONG.

The appointment of Mr. E. H. Sharp, barrister-at-law, to be one of H. M. Counsel for Hongkong, is officially notified in the *Gazette*.

His Excellency the Officer Administering the Government has been pleased to appoint Mr. R. Fenton to be an Inspector of Nuisances for the Kowloon City, in accordance with section 15 of the Public Health Ordinance, 1901, with effect from the 16th ult.

His Excellency the Officer Administering the Government is pleased to direct that Monday, the 4th inst., being a Bank Holiday, is to be observed as a holiday by the Government Departments. The Police Magistrate's Department is excluded from this notification.

At the Police Court the other day a Chinaman was charged with hawking live frogs without a licence. Diving a hand into his wallet, he pulled out a squirming lizard, which he held up in front of the magistrate, exclaiming—"No, I wasn't hawking frogs; this is what I was hawking." However, the sale of lizards apparently requires a licence quite as much as does that of frogs, and the hawker was fined a couple of dollars.

We note in the list of Coronation Honours, published in full in the *Times*, the name of Commodore Francis Powell, C.B., who has been made a K.C.M.G. It is curious that Reuter should have omitted mention of this when telegraphing the local honours. Probably the fact that Commodore Powell had but just left Hongkong escaped observation. His numerous friends in the colony and the Fleet will receive with much pleasure the news of the honour conferred on him, which was undoubtedly deserved.

The local agent of the Pacific Mail Steamship Co. informed us on the 31st ult. that the *City of Peking*, which broke her thrust shaft and block and was anchored at the east end of Kurushima Straits, in the Inland Sea, has been towed to Kobe, arriving there on the 31st ult.

Owing partly to the recent heavy rains and partly to the reconstruction of the adjoining building, which left them unsupported, two kitchens at 56, First Street collapsed on the 29th ult., burying one coolie. He was dug out by the police and removed to hospital, where he succumbed on the 30th ult. to his injuries.

We have been informed that the disbandment of the Hongkong Regiment has been definitely decided upon by the War Office, and will take place probably in November. As will be seen above, H. E. Major-General Gascoigne made reference to the event at the parade on the Cricket Ground on Saturday afternoon, and voiced the regret that, we feel certain, will be felt by the entire community at the prospect of so soon severing its connection with this fine regiment.

Four days late in leaving Vancouver owing to the mails having been delayed by a mountain slip caused by heavy rains, the C. P. R. mail steamer *Empress of China* arrived here on the 28th ult. well within schedule time, the liner not being due until on the 30th ult. Most of the time was made up on the run to Yokohama, the trip, including the usual call at Victoria, B.C., being made in 10 days, 18½ hours. The *Empress's* feat is an example of what can be done by the C.P.R. fleet when a question of running against time is concerned.

A gentleman residing in Kowloon has a grievance to ventilate, one that concerns the Sanitary Board. He says that on the road leading past Tsimshatsui Police Station there is daily to be seen—and smelt—a Sanitary Board dust-cart laden with evil-smelling offal, which is strewn also on the surrounding roadway. Every day the cart is there, and indeed seems to have been constituted a permanent feature of the landscape. The sight and odour are disgraceful, adds our correspondent, who concludes by asking what should be done. We do not know; perhaps a note to the Sanitary Board offices would have a salutary effect. Anyhow, we should advise our correspondent to try it.

The police reported on Saturday that on the previous day a rather serious stabbing affray took place in Wing Lok Street, off Queen's Road, as the result, it is said, of a long-standing quarrel between two clansmen. Some time ago a house in which an illicit traffic in opium was going on was raided by the police. The occupier of the place blamed one of his acquaintances for playing the informer, and the other retaliated by declaring that his accuser had been a kidnapper. A fight ensued, and the incident of Friday is supposed to be the sequel of it. The wounded man was about to enter an opium divan when someone from behind seized him by the queue and plunged a knife in his side, inflicting a wound which allowed part of the entrails to protrude. The assailant escaped and has not since been arrested; his victim was removed to the Government Civil Hospital, where he now lies in a dangerous condition.

On Monday night about nine o'clock, an accident happened on the Peak Tramway which resulted in the temporary stoppage of the running of the cars. The accident, in its circumstances, was a very simple one indeed, merely the sudden putting on of the brake on a car coming down the hill and the dislocation practically of the cable. From enquiries made at the office of the general managers, Messrs. John D. Humphreys & Son, we learn that the driver of the car in question just after the downward journey had been commenced, for some reason or other suddenly lowered the brake-handle, the result being that the brakes clutched the rails with such force as to stop the car instantaneously and, as has already been said, jarring the cable to the point of dislocation. The driver's explanation is that the brake-handle was wet and accidentally slipped. The necessary repairs were carried out with all possible expedition, and the running of the cars was resumed at 7 o'clock last night.

While patrolling in the vicinity of Cheung Hue island the other day, No. 2 police launch came across a junk floating bottom-upwards. The accident could not long have happened, for two men were swimming in the water and eleven other of the occupants were clinging to the bottom of the junk, where they were perched in comparative safety. Sergeant Ashmore was in charge of the police launch, and he had a boat lowered and rescued the unfortunate people, who, when they got on board the launch, informed him that the master of the junk was imprisoned in the cabin. Taking with him an axe, Sergeant Ashmore was rowed to the junk, on to which he climbed and knocked in the bottom a hole through which the Chinaman, frightened but none the worse for his adventure, was drawn to safety.

The inclement weather did not mar a very interesting event which took place in St. John's Cathedral on the 28th ult., when Dr. Leigh Norris, of H.M.S. *Tamar*, was married to Miss Dyson, who arrived in the *Catherine Apcar* from Singapore. A large number of Naval people were present, and the bride looked very charming. Lient. R. Corbett, R.N., was the best man, Dr. Canton, R.N., gave the bride away, and the Rev. E. H. Good, M.A., the Naval Chaplain, officiated. Mr. A. G. Ward presided at the organ, and the happy pair left the church to the familiar strains of the Wedding March and in the deluge of rain which awaited them. The reception was held on the *Tamar*, and among those present were Commodore and Mrs. Robinson and Deputy Medical Inspector-General W. B. Drew. The bride and bridegroom were rowed in the Admiral's pinnace—which carried a slipper on the ensign—to the *Heungshan*, in which they left for Macao. The *Catherine Apcar* dressed ship for the occasion.

The Portuguese gunboat *Diu* left for Macao on the 30th ult., and the German gunboat *Luchs* for Canton.

H.M.S. *Rinaldo* will leave the harbour on Monday next for Tytam Bay for firing purposes, and will return on the Friday following. This sloop is likely to be our only protector for some time.

MISCELLANEOUS.

It is announced from Tientsin that the Provisional Government will end on the 15th inst., and the *Ostasiatische Lloyd* adds that the city will be restored to Viceroy Yuan Shikai, who will be present personally on the 15th inst.

The local agents of the *Ostasiatische Handels-Gesellschaft* inform us that they are in receipt of a wire from Lloyds' agent at Labuan, dated 27th ult., reading as follows:—S.S. *Adelheid* is a total wreck. Captain arrived here this afternoon.

It is stated that the Governor-General of the Amur district proposes to open an exhibition on a large scale in Manchuria with the object of encouraging the sale of Russian goods in that country, the import of which is at present very poor.

The Russian Grand Duke Boris Vladimirovitch left Yokohama on the O. & O. s.s. *Coptic* at noon on the 15th ult. for San Francisco, via Honolulu. He will stay at San Francisco for several days, and then will proceed to Washington by way of Chicago, Boston, and New York.

A telegram, dated the 16th ult., from Peking, states that insurgents have risen in revolt at Tungwha-cheng, in the Shingking division of Manchuria. The Shingking General sent troops for the suppression of the rising, but these were attacked by the insurgents on the way, and 8,000 rifle-cartridges, which it is stated had been supplied by the Russian troops, were seized by the insurgents.

A telegram to the *Shanghai Times*, dated Port Arthur, 23rd July, says:—Owing to the rigid sanitary measures enforced by the authorities, this port has hitherto enjoyed an immunity from the scourge now visiting Shanghai and other places in China. Unhappily one or two suspicious cases have come to light, and while no official announcement has been made, it is feared and currently reported that cholera has broken out. If these reports are confirmed there will be considerable delay and inconvenience in regard to mails and steamers.

Rear-Admiral Grenfell arrived at Chemulpo on his flagship *Albion* on the 23rd ult.

We are informed that the Right Rev. the Lord Bishop of Victoria and Mrs. Hoare have been invited to be present at Westminster Abbey on the occasion of the Coronation.

The Coronation celebration at Nagasaki will be held on the 9th November, King Edward's birthday. Some residents have raised an objection because the 9th November is a Sunday.

His Majesty has conferred the decoration of the Conspicuous Service Cross on Gunner George Mascull, Royal Navy, in recognition of his services during the operations in China.

As a consequence of the prohibition of emigration to Hawaii, more than 150 people who embarked on the *America Maru* at Nagasaki and Kobo were ordered to leave the ship at Yokohama on the 22nd ult.

To the English suite originally appointed to attend on Prince Komatsu—Mr. Syngé, of the Foreign Office, and Mr. J. H. Longford—General Sir Alfred Gaselee was added, and became the principal member of the English staff.

Commodore Lambton, a home paper remarks, would, in any case, obtain his promotion to the post of Rear-Admiral at an early date, but in the cases of Captain Prince Louis of Battenberg and Captain Percy Scott, the promotion will be a distinct mark of Admiralty recognition of their services.

Acting upon false information supplied by a gambling informer, the Singapore police lately raided a supposed gambling den, which as it turned out was the house of a well-known Chinese gentleman, Mr. Tan Khiam Hock, manager of the Opium and Spirit Farm. The informer got a year's hard labour.

Strict quarantine is being enforced by the Russian Government at Port Arthur, says the *Nagasaki Press*, in order to prevent cholera and all ships are thoroughly disinfected. In order to separate the residences of Chinese from those of Europeans, about 55,000 Chinese labourers have been removed to new quarters, and their old houses have been burnt down.

The new chief of the Russian Orthodox Mission in Peking (who is to be a bishop henceforth) will be Bishop Innokenti, who has set out for Peking, accompanied by an archimandrite, two monks, three deacons, and 30 novitiates. The sum of £16,500 has been granted to the bishop for restoring the mission which was destroyed. The yearly grant for maintaining the mission was formerly £7,700; it will be £13,300 in future.

From statistics compiled by the Japanese Government, the trade between New South Wales and Japan continues to grow. The value of imports from New South Wales, which stood at 40,857 yen in 1896, rose to 122,041 yen in 1900, and a corresponding increase was observed in the exports from Japan, the value of which was 35,513 yen in 1896 and 133,989 yen in 1900. The principal exports from Japan to Australia are rice, strawbraid, *habutai* silk, silk handkerchiefs, porcelain, matting, bamboo work, rugs and sulphur.

On the 23rd ult. at the Singapore Police Court Josef Goja, the Frenchman charged with the murder of a riksha-coolie at Tanjong Pagar on the morning of the 7th ult. was brought up on remand. The only evidence that remained to be taken was that of Mr. J. van Cuylenberg, who simply produced a plan of the road in which the murder is alleged to have occurred. This closed the case for the Crown. The prisoner was asked whether he wished to make any statement, but only intimated that he intended reserving his defence. The evidence for the prosecution was then read over to him and he was formally committed for trial at the next Assizes.

The Peking correspondent of the *N.-C. Daily News* wrote on the 10th ult.—Life in Peking for the last few days has been rendered almost unbearable by the intense heat. The oldest residents cannot remember a time when the heat spell has continued so long without a change. There have been quite a number of deaths from heat apoplexy. But it is an ill wind that does not blow some good, and the great heat has checked to a certain extent the ravages of cholera. That terrible disease, however, still claims its victims in great numbers and when the rain comes, and all kinds of fruits become plentiful, one trembles to think what the consequences must be.

The non-commissioned officers and men belonging to the Yokosuka Naval Station have presented a pair of vases to the British cruiser *Eclipse*. The vases stand a foot high, are made of copper and are inlaid with gold and silver, representing a cherry-tree in full bloom, while the British and Japanese flags appear on the upper part. The inscription on the vase is as follows:—"Presented to H.M. ship *Eclipse* on the 1st June, 1902, with the kind regards of the non-commissioned officers and men of the Yokosuka Naval Station."

The late Marquis Saigo, one of the "Elder Statesmen" of Japan, was born at Kagoshima in April, 1843. His official career commenced in August, 1860. He proceeded to China in the suite of the late Ambassador Okubo in August, 1874. He was sent to the International Exhibition held at Philadelphia in January 1876. In September 1878 he accepted the portfolio of Education and acted for the War Minister during the indisposition of Marquis Yamagata. In July, 1882, he was created a peer, receiving the rank of Count. On 23rd December, 1885, he was appointed Minister of the Navy. In July, 1886, he was sent to Europe and America. In May, 1890, he became Home Minister and in 1892 he was appointed Privy Councillor, and Minister of the Navy in March, 1893. He was appointed War Minister in October, 1894, and again became Navy Minister in September, 1896. The title *Gensui* (Field-Marshal) was conferred on him in January, 1898. According to the Japanese journals the remarkable feature of the Marquis's character was his frankness and honesty. He was generous-minded—more so than could be known by outsiders—and loyal to the interests of the throne.

COMMERCIAL.

SILK.

CANTON, 17th June.—Re-reels.—\$695 only have been offering for No. 1, sellers holding firmly at subjoined quotations. At the close however one or two buyers have advanced and 75 bales have been taken at \$700 average for Nos. 1 and 2. Filatures.—Have continued in favour with European buyers, the demand running chiefly on 10/12, 11/13, 13/15. Nevertheless, prices in some cases have slightly receded. We quote as follows: Kwong Yuen On 9/11 \$885, Miu King Lou 11/13 \$880, Sun Yue Lun 10/12 \$875, Cheong Kee 9/11 \$870, Kwong Shun Ching 11/13 \$860, Kai Cheong Loong 10/12 \$850, Kwong Ho 11/13, 13/15 \$840-825, Hang Wo Cheong, Kwong Lun Hing \$13.15 \$820, Kwong King Yuen 20/24, 26/30 \$750. A large business has been maintained in "Market" Filatures on the basis of \$740/745 average for Best 3rd Class 11/13, 13/15. Short-reels.—Active demand has sprung up for America, Medium grades being most in favour. Sales include: Hau King Sing 14/16 \$860, Sai Shie Lun 14/16 \$850, Miu King Cheong 14/16 \$840, Kwong Lun Hing 14/16 \$820, Chung Sun Hang 14/16 \$810/815. These sorts close sensibly firmer. Waste.—Rates on all kinds have risen considerably in the country, owing apparently to scarcity of stock. A fair business was done in Steam Waste at the opening of the fortnight, but buying is now checked by the advance.

CAMPBOR.

HONGKONG, 1st August.—No arrivals.

SUGAR.

HONGKONG, 1st August.—The downward tendency continues, market being weak. Quotations are:—

Shekloong, No. 1, White.....	\$8.15 to \$8.20	pel.
do. " 2, White.....	6.75 to 6.80	"
Shekloong, No. 1, Brown ...	6.05 to 6.10	"
do. " 2, Brown ...	5.85 to 5.90	"
Swatow, No. 1, White.....	8.05 to 8.10	"
Swatow, No. 1, White.....	6.70 to 6.75	"
do. " 1, Brown ...	5.80 to 5.85	"
do. " 2, Brown ...	5.65 to 5.70	"
Foochow Sugar Candy	12.00 to 12.05	"
Shekloong "	9.65 to 9.70	"

RICE.

HONGKONG, 1st August.—No demands having come forward, the prices are further declining. Quotations are:—

Saigon, Ordinary.....	\$3.00 to 3.05
" Round, Good quality	3.85 to 3.90
" Long	3.95 to 4.00
Siam, Field mill cleaned, No. 2	3.15 to 3.20
" Garden, " No. 1	3.60 to 3.65
" White.....	4.05 to 4.10
" Fine Cargo	4.25 to 4.30

OPIUM.

HONGKONG, 1st August.—Malwa.—There is no change to report in this. Quotations are same as previously:—

New	at \$ 970
2 years' old	" 1,010
3 " "	" 1,020
Older	" 1,040

Bengal.—In sympathy with the activity in the North a reaction took place in our market and prices hardened also:—

New Patna	at \$912½
" Benares	" 912½
Old Patna	" 927½
" Benares	" 915

Persian.—Best drug is wanted at \$600.

Stock on date:—

Malwa	Patna	Benares	Persian
1,911	417	522½	2,096

COTTON.

HONGKONG, 1st August.—A fair amount of business has been done at steady rates. Stock about 3,000 bales.

Bombay.....	21.50 to 23.50	picul,
Bengal (New), Rangoon, } ..	23.00 to 26.50	"
and Dacca,	"	"
Shanghai and Japanese.	28.00 to 29.50	"
Tungchow and Ningpo, ..	28.00 to 29.50	"
Sale: 1,020 bales.		

YARN.

Mr. P. Eduljee says in his Report, dated Hongkong, 1st August:—Business has continued satisfactory throughout the past fortnight and settlements, both for prompt and future delivery, have been on a very large scale. Values, during the early portion of the interval, had suffered some depreciation, but the loss was soon recovered and a slight advance subsequently established in special cases of No. 10s. and 12s. At the close the demand still continues, while both buyers and sellers appear satisfied to work on present basis. We make no alteration in our quotations, which for the time being may be considered more or less steady.

No. 6s. and 8s.—Favourite tickets have been eagerly taken up at hardening prices.

No. 10s.—Their comparative cheapness to the values of No. 20s. have attracted by far the largest amount of attention, and heavy contracts have been entered into.

No. 12s.—In moderate request at a slight occasional advance in special instances.

No. 16s. are now in fair supply and present prices not likely to hold long.

No. 20s.—Extreme rates and shortness of supplies are affecting business.

Local Manufacture.—Have been in better demand and sales of about 500 bales No. 10s. at \$98 and No. 12s. at \$100 to \$100½ have transpired, all forward delivery.

Japanese Yarn.—Are in steady request at unaltered prices, some 1,000 bales changing hands, — say, Ashai No. 16s. at \$117 and Kurashiki 16s. at \$116½, No. 20s. Sakai at \$122½, Miike at \$123, Settsu at \$124½, and Kanegafuchi at \$126½.

Raw Cotton.—The feeling during the fortnight has been quiet, and the market featureless. The local mill has satisfied its requirements and not buying; exporters to Japan are conspicuous by their absence, and the only business in Indian staple reported are sales of about 1,150 bales Bengal at from \$23½ to \$24½ for neighbouring country markets. Unsold stock estimated at about 5,500 bales. There is nothing doing in Chinese descriptions. Quotations are Bengal \$20 to \$27, Dacca \$22 to \$28, and China \$17 to \$30.

Exchange on India has continued steady throughout and closes strong at Rs. 130 for T/T and Rs. 130½ for Post. On Shanghai 74½ and on Yokohama 18½ per cent. premium.

The undernoted business in imported and local spinnings is reported from Shanghai during the fortnight ended the 18th ultimo, viz.:—

Indian:—Total sales 2,582 bales, including 1,235 bales No. 10s., 395 bales No. 12s., 480 bales No. 16s. and 472 bales No. 20s., prices remaining with little alteration as those last given and market closing steady. The unsold stock was estimated at about 45,000 bales.

Japanese.—Total sales on the basis of Tls. 86 to 92 for No. 16s., and Tls. 91 to 96½ for No. 20s., market closing weak.

Local.—The demand has subsided and total sales amount barely to 600 bales on the basis of Tls. 78 to 81 for No. 10s., Tls. 81 to 84 for No. 12s., Tls. 83 to 86 for No. 14s., and Tls. 84 to 87 for No. 16s., market closing quiet.

MISCELLANEOUS IMPORTS.

HONGKONG, 1st August.—Amongst the sales reported during the week are the following:—

YARN AND PIECE GOODS.—Bombay Yarn: 100 bales No. 6 at \$82.50 to \$86, 50 bales No. 8 at \$92, 1,350 bales No. 10 at \$96.50 to \$101, 950 bales No. 12 at \$99 to \$110, 50 bales No. 16 at \$113, 1,000 bales No. 20 at \$116.50 to \$128.50. Cotton: 126 bales at \$24.75, 55 bales at \$25, 47 bales at \$24.50, 104 bales at \$24.75. Gray Shirtings: 500 pieces 10 lbs. Red 5 men at \$4.15.

Bombay—Nos. 10 to 20s..... per bale \$86.00 to \$129.00
English—Nos. 16 to 24..... 114.00 to 120.00
" 22 to 24..... 120.00 to 128.00
" 28 to 32..... 136.00 to 142.00
" 38 to 42..... 155.00 to 170.00
COTTON PIECE GOODS— per piece.
Grey Shirtings—6 lbs. 2.20 to 2.25
7 lbs. 2.30 to 2.50
8.4 lbs. 3.10 to 3.75
9 to 10 lbs. 3.80 to 5.00
White Shirtings—54 to 56 rd. 2.55 to 2.90
58 to 60 " 3.20 to 3.40
64 to 66 " 4.50 to 5.30
Fine 5.35 to 7.80
Book-folds 4.50 to 7.00
Victoria Lawns—12 yards..... 0.75 to 1.40
T-Cloths—6lbs. (32 in.), Ord'y. 1.85 to 2.10
7lbs. (32 ") " 2.15 to 2.45
6lbs. (32 ") Mexs. 2.20 to 2.35
7lbs. (32 ") " 2.95 to 3.50
8 to 8.4 oz., (36 in.) 3.15 to 3.75
Drills, English—40 yds., 13½ to 14 lbs. 4.20 to 6.90

FANCY COTTONS—
Turkey Red Shirtings—1½ to 5 lbs. 1.65 to 5.50

Brocades—Dyed to —

DAMASKS— per yard

Chintzes—Assorted 0.68 to 0.20

Velvets—Black, 22 in. 0.28 to 0.75

Velveteens—18 in. 0.23 to 0.30

per dozen

Handkerchiefs—Imitation Silk 0.30 to 3.00

WOOLLENS— per yard

Spanish Stripes—Sundry chops 0.65 to 2.00

German 1.25 to 3.00

Habit, Med., and Broad Cloths 1.25 to 3.00

per piece

Long Ells—Scarlet, 7-10 lbs. 6.50 to 8.50

Assorted 6.60 to 8.65

Camlets—Assorted 12.00 to 32.00

Lastings—30 yds., 31 inches (12.00 to 16.00)

Assorted 8.00 to 9.50

per pair

Blankets—8 to 12 lbs. 4.00 to 9.00

per picul

IRON—Nail Rod 4.55 to —

Square, Flat Round Bar (Eng. 4.50 to —

Swedish Bar 4.60 to —

Small Round Rod 5.00 to —

Hoop ½ to 1½ in., 5.55 to —

Wire, 16/25, 9.25 to —

Old Wire Rope 3.00 to —

Lead, L. B. & Co. and Hole Chop 8.10 to —

Australian 8.10 to —

Yellow Metal—Muntz 14 20 oz. 45.50 to —

Vivian's 14/20 oz. 42.00 to —

Elliot's 14/20 oz. 42.00 to —

Composition Nails 61.00 to —

Japan Copper, Slabs 39.00 to —

Tin 83.50 to —

box. per

Tin-Plates 8.75 to —

per cwt. case

Steel ½ to ¾ 6.50 to —

SUNDRIES— per picul

Quicksilver 180.00 to —

per box.

Window Glass 5.75 to —

per 10-gal. case

Kerosene Oil 2.00 to —

CLOSING QUOTATIONS.

FRIDAY, 1st August.

EXCHANGE.

ON LONDON.—

Telegraphic Transfer 1/8½

Bank Bills, on demand 1/8½

Bank Bills, at 30 days' sight 1/8½

Bank Bills, at 4 months' sight 1/9½

Credits, at 4 months' sight 1/9½

Documentary Bills, 4 months' sight 1/9½

ON PARIS.—

Bank Bills, on demand 2.18

Credits, 4 months' sight 2.22

ON GERMANY.—

On demand 1.77½

ON NEW YORK.—

Bank Bills, on demand 42½

Credits, 60 days' sight 43½

ON BOMBAY.—

Telegraphic Transfer 130

Bank, on demand 130½

ON CALCUTTA.—

Telegraphic Transfer 130

Bank, on demand 130½

ON SHANGHAI.—

Bank, at sight 74½

Private, 30 days' sight 75

ON YOKOHAMA.—

On demand 18½ p.c. pm.

ON MANILA.—

On demand 2 p.c. pm

ON SINGAPORE.—

On demand 1 p.c. pm.

ON BATAVIA.—

On demand 1¼½

ON HAIPHONG.—On demand 1½ p.c. pm.

ON SAIGON.—On demand 1½ p.c. pm.

ON BANGKOK.—On demand 60½

SOVEREIGNS, Bank's Buying Rate 11.40

GOLD LEAF, 100 fine, per tael 59.9½

BAR SILVER per oz. 24½

SHARE REPORT.

HONGKONG, 1st August.—There has been no relief from the general depression in our market during the week under review, and the business reported during the interval is again of unimportant dimensions.

BANKS.—Hongkong and Shanghai have eased off, and are now quoted at \$610 sellers. The London rate is unchanged at £63.

MARINE INSURANCES.—Unions have been placed at \$390, and are still in request at the rate. China Traders are quiet at \$57. Cantons have sold at \$160 and \$162½, and are further enquired for at the lower rate. North Chinas and Yangtszes are obtainable at quotations.

FIRE INSURANCES.—Hongkongs have sold and are offering at \$330. Chinas can be placed at \$81.

SHIPPING.—Hongkong, Canton and Macao are neglected at \$39 with sellers. Indo-Chinas under an improved demand from the North can now be placed at \$88. Douglases have sold and are on further offer at \$43½.

REFINERIES.—China Sugars have been sold at \$99 and \$100 and are now asked for at \$101. Luzons are still on offer at \$20.

MINING.—Punjoms have declined to \$4 sellers. Jelebus are reported sold at 50 cents. Raubs are quiet at \$8 with probable sellers.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have receded to \$217½ sellers. Hongkong and Kowloon Wharves can be obtained at \$8. New Amoy Docks are still in demand at \$36 with no sellers.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands are quoted \$170 buyers ex the interim dividend of \$6 per share paid on the 24th ultimo. West Points are on offer at \$5½ ex the interim dividend of \$1½ per share paid on the 29th ultimo. Humphreys Estates have sold at \$11½.

COTTON MILLS.—Ewos are wanted in the North at Tls. 40; and Laou Kung Mows at Tls. 42. Hongkong Cottons are on offer at \$17½.

MISCELLANEOUS.—Green Island Cements are enquired for at \$20½. China Borneos have fallen to \$22½ sellers. Hongkong and China Gas shares are wanted at \$140 ex the dividend of 10 per cent. and bonus of 1 per cent. for 1901 paid on the 30th ultimo. Fenwicks have sold at \$48 and are still in request. Ices are wanted at \$240 ex the interim dividend of \$4 per share on account of 1902 paid on the 28th ultimo. Tramways have sold and are wanted at \$340. Campbell Moores can be placed at \$22. China Providents continue steady at \$10 with sales at the rate.

MEMOS.—Hongkong, Canton and Macao Steamship Co., Ltd., ordinary half-yearly meeting on the 5th instant. Hongkong and Shanghai Banking Corporation ordinary half-yearly meeting on the 16th instant. Hongkong and Whampoa Dock Co., Ltd., ordinary half-yearly meeting on the 18th instant. transfer books close from the 4th instant. Queen Mines, Ltd., and Olivers Freehold Mines, Ltd., extraordinary general meetings on the 5th instant to consider resolutions for the winding up of the companies and the appointment of a liquidator.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai...	\$125	(\$610, sellers { L'don, £63.
Natl. Bank of China		
A. Shares	28	\$27.
B. Shares	28	\$27, buyers
Foun. Shares...	21	\$10, sellers
Bell's Asbestos E. A....	21	\$1, buyers
Campbell, Moore & Co.	\$10	\$22, buyers
China-Borneo Co., Ltd.	\$15	\$22½, sellers
China Light & Power }		
Co., Ltd. }	\$20	\$15, sellers
China Prov. L. & M....	\$10	\$10, sellers
China Sugar	\$100	\$101, buyers
Cigar Companies—		
Alhambra Limited...	\$500	\$500, nominal.
Philippine Tobacco }		
Invest. Co., Ltd. }	\$50	\$45.
Cotton Mills—		
Ewo	Tls. 100	Tls. 40, buyers
International	Tls. 100	Tls. 35, sellers
Laou Kung Mow ...	Tls. 100	Tls. 42, buyers
Soychee	Tls. 500	Tls. 150.
Hongkong	\$100	\$17½, sellers
Dairy Farm	\$8	\$12, buyers
Fenwick & Co., Geo....	\$25	\$48, buyers
Green Island Cement...	\$10	\$20½, buyers
H. & C. Bakery	\$50	\$40.
Hongkong & C. Gas ...	210	\$140, ex div., buys.
Hongkong Electric }		
H. H. L. Tramways ...	\$5	\$13, sellers
Hk. Steam Water }	\$100	\$840, sales & buys.
boat Co., Ltd. }	\$5	\$9½, buyers
Hongkong Hotel	\$50	\$135, sellers
Hongkong Ice	\$25	\$240, ex div., buys.
H. & K. Wharf & G....	\$50	\$88, sales & sellers
Hongkong Rope	\$50	\$145, sellers
H. & W. Dock	\$50	\$217½, sellers
Insurance—		
Canton	\$50	\$160, sales & buy.
China Fire	\$20	\$81.
China Traders'	\$25	\$57.
Hongkong Fire	\$50	\$330, sales & sellers
North China	225	Tls. 187½, sellers
Straits	\$20	nominal.
Union	\$50	\$387½, buyers
Yangtsze	\$60	\$130, sellers
Land and Building—		
Hongkong Land Inv.	\$100	\$170, ex div., buys.
Humphreys Estate...	\$10	\$11½, sales
Kowloon Land & B.	\$30	\$30, sellers
West Point Building	\$50	\$51½, ex div., sells.
Luzon Sugar	\$100	\$20, sellers
Manila Invest. Co., Ltd.	\$50	\$20, sellers
Mining—		
Charbonnages	Fcs. 250	\$550.
Jelebu	\$5	50 cents, sales
Queen's Mines, Ltd...	25c.	nominal.
Olivers Mines, A....	\$5	nominal.
Do. B....	\$4½	nominal.
Punjom	\$10	\$4, sellers
Do. Preference...	\$1	\$1½, sellers
Raubs	18	\$8.
New Amoy Dock	\$6½	\$36, buyers
Oriente Hotel, Manila	\$50	\$45, sellers
Powell, Ltd.	\$10	\$8½, sellers
Robinson Piano Co., Ltd.	\$50	\$55.
Steamship Coys.—		
China and Manila ...	\$50	\$35, sellers
Douglas Steamship	\$5	nominal
H. Canton and M....	\$50	\$43½, sellers
Indo-China S. N. ...	\$15	\$39, sellers
Shell Transport and }		
Trading Co. }	210	\$88, buyers
Star Ferry	21	\$2, sellers
Teban Planting Co....	\$10	(\$20½, sellers
United Abestos	\$5	{ \$11.
Do	\$5	nominal.
Universal Trading }		
Co., Ltd. }	\$4	\$8½, ex div., sellers
Watkins Ltd.	\$10	\$155, ex div., buy.
Watson & Co., A. S....	\$10	\$21, sellers
		\$6½, buyers
		\$14½, sellers

VERNON & SMYTH Brokers.

VESSELS ON THE BERTH.

FOR ANTWERP.—Telemachus (str.), Bingo Maru (str.).

FOR LONDON.—Valetta (str.), Bingo Maru (str.), Benlawers (str.), Ulysses (str.), Telemachus (str.), Bombay (str.), Glenturret (str.), Antenor (str.), Dardanus (str.).

FOR LIVERPOOL.—Pyrrhus (str.).

FOR MARSEILLES.—Yarra (str.), Bingo Maru (str.).

FOR GENOA.—*Benlawers* (str.).
 FOR BREMEN.—*Kiautschou* (str.), *O. Ferd*
Laeisz (str.).
 FOR HAVRE AND HAMBURG.—*Ambria* (str.),
Bamberg (str.), *C. Ferd Laeisz* (str.), *Freiburg*
 (str.), *Konigsberg* (str.), *Silvia* (str.).
 FOR TRIESTE.—*China* (str.).
 FOR VICTORIA, B.C.—*Duke of Fife* (str.), *Kaga*
Maru (str.), *Biojun Maru* (str.), *Hyades* (str.).
 FOR VANCOUVER.—*Empress of China* (str.),
Tartar (str.).
 FOR NEW YORK.—*Atholl* (str.), *Indramayo*
 (str.), *Asama* (str.).
 FOR PORTLAND (OR.).—*Indrapura* (str.).

TONNAGE.

HONGKONG, 1st August.—Freights coastwise show no improvement. From Saigon to Hongkong, 14 cents per picul offering for medium sized carriers; to Philippines, 23 cents last, and more tonnage is wanted at 24 cents; to north coast Java, 25 cents per picul; to one port Japan, 25 cents per picul last. From Iloilo to Hongkong, 15 cents per picul obtainable for small carriers. From Java to this, 25 cents per picul for wet sugar. Newchwang to Canton, 24 cents last. Coal freights, from Moji to Hongkong, \$1.60 last; to Singapore, no demand; to Manila, \$3.05 per ton. Sailing vessels.—The British ship *Kelat* has been chartered to load here for New York, private terms. The following are the settlements:—

Kelat—British ship, 1,522 tons, Hongkong to New York, private terms.
Pronto—German steamer, 719 tons, Newchwang to Canton (12,000 piculs), 24 cents per picul.
Hopsang—British steamer, 1,359 tons, Kuchinotzu or Karatzu to Manila, \$3.05 per ton.
Lisa—Swedish steamer, 998 tons, Moji to Hongkong, \$1.50 per ton.
Savio—German steamer, 1,622 tons, Moji to Hongkong, \$1.60 per ton.
Zvir—Austrian steamer, 2,119 tons, Moji to Hongkong, \$1.75 per ton.
Gloucester City—British steamer, 1,409 tons, Hongkong to Hongkong, \$1.80 per ton.
Paz—Belgian steamer, 1,092 tons, Saigon to Hongkong, 15 cents per picul.
Arnold Luyken—German steamer, 1,095 tons, Saigon to Saigon 15 cents per picul.
Deuteros—German steamer, 1,001 tons, Saigon to Hongkong, 15 cents per picul.
Chunshan—British steamer, 1,282 tons, Saigon to Hongkong, 14 cents per picul.
Tuile—German steamer, 939 tons, Saigon to one port Philippines, 23 cents per picul.
Elg—Norwegian steamer, 708 tons, Saigon to one port Philippines, 22 cents per picul.
Hanyang—German steamer, 1,060 tons, Saigon to one port Philippines, 22 cents per picul.
Taiyu—German steamer, 1,035 tons, Saigon to two ports Philippines, 26 cents per picul.
Amoy—German steamer, 732 tons, Saigon to Cebu, 27 cents per picul.
Hansa—German steamer, 1,201 tons, Saigon to one port north coast Java, 25 cents (end August).
Themis—Norwegian steamer, 1,208 tons, Saigon to one port 26 cents, two ports Japan, 28 cents per picul.
Skramstad—Norwegian steamer, 759 tons, Iloilo to Hongkong, 15 cents per picul.
Brunhilde—German steamer, 872 tons, two ports north coast Java to Hongkong, 25 cents per picul (wet sugar).
Theodore Wille—German steamer, 3,397 tons, three ports north coast Java to one or two ports Japan, private terms.
Mathilde—German steamer, 678 tons, monthly, 6/6 months, private terms.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

ARRIVALS.

July—
 28, Hong Bee, British str., from Straits.
 28, Sullberg, German str., from Chefoo.
 29, Apenrade, German str., from Hoihow.
 29, Empress of China, Brit. str., from Vancouver.
 29, Hakata Maru, Jap. str., from London.
 29, Pekin, British str., from Kobe.
 29, Polynesian, French str., from Marseilles.
 29, Saga, Norwegian str., from Bangkok.
 29, Tsurugisan Maru, Jap. str., from K. notzu.
 30, Ailes Craig, British str., from Moji.
 30, Amara, British str., from Moji.
 30, Benalder, British str., from Singapore.
 30, China, German str., from Sourabaya.
 30, Danbighshire, British str., from London.
 30, Elita Nossack, German str., from Saigon.
 30, Else, German str., from Saigon.

30, Haiching, British str., from Coast Ports.
 30, Hunan, British str., from Swatow.
 30, Indravelli, British str., from Portland.
 30, Kwanglee, Chinese str., from Shanghai.
 30, Kutsang, British str., from Java.
 30, Mexican Prince, British str., from S'pore.
 30, Pingsney, British str., from Liverpool.
 30, P. C. C. Kiao, German str., from Bangkok.
 30, Tientsin, British str., from Sourabaya.
 30, Tingsang, British str., from Moji.
 31, Yawata Maru, Japanese str., from Japan.
 30, Yedo Maru, Japanese str., from Japan.
 31, Deramors, Norwegian str., from Mororan.
 31, Glenfalloch, British str., from Singapore.
 31, Hailan, French str., from Pakhoi.
 31, Hoihao, French str., from Pakhoi.
 31, Konigsberg, German str., from Hamburg.
 31, Loongmoon, German str., from Shanghai.
 31, Manuel Laguno, Am. str., from N. York.
 31, Silesia, German str., from Japan.
 31, Wiungsang, British str., from Shanghai.
 31, Wongkoi, German str., from Bangkok.

August—

1, Amphitrite, British cr., from Chatham.
 1, Antenor, British str., from Liverpool.
 1, Bombay, British str., from Yokohama.
 1, Chusan, British str., from Bombay.
 1, Kwangse, British str., from Swatow.
 1, Kweiyang, British str., from Tientsin.
 1, Sullberg, German str., from Canton.
 1, Trym, Norwegian str., from Newchwang.

July—

DEPARTURES.

29, Annam, French str., for Europe.
 29, Hipsang, British str., for Swatow.
 29, Lyemmoon, German str., for Shanghai.
 29, Petchaburi, German str., for Bangkok.
 29, Sullberg, German str., for Canton.
 29, Terrible, British cruiser, for Home.
 30, Diu, Portuguese cruiser, for Macao.
 30, Gaelic British str., for San Francisco.
 30, Luchs, German gunboat, for Canton.
 30, Polynesian, French str., for Shanghai.
 30, Taichow, German str., for Bangkok.
 30, Taiyuan, British str., for Australia.
 30, Triumph, German str., for Haiphong.
 30, Vulcan, British str., for Moji.
 31, Amoy, German str., for Saigon.
 31, Anping Maru, Jap. str., for Coast Ports.
 31, Benalder, British str., for Nagasaki.
 31, C. Diederichsen, German str., for Hoihow.
 31, Chiynen, Chinese str., for Shanghai.
 31, Dynamene, British ship, for Royal Roads.
 31, Hakata Maru, Japanese str., for Kobe.
 31, Kumsang, British str., for Calcutta.
 31, Kwanglee, Chinese str., for Canton.
 31, Loksang, British str., for Shanghai.
 31, Nanchang, British str., for Tientsin.
 31, Pingsuey, British str., for Seattle.
 31, Taisang, British str., for Shanghai.
 31, Tientsin, British str., for Kobe.
 31, Tirol, Austrian str., for Trieste.
 31, Tosa Maru, Japanese str., for Seattle.
 31, Whampoa, British str., for Shanghai.

August—

1, Apenrade, German str., for Hoihow.
 1, Decima, German str., for Swatow.
 1, Haiching, British str., for Coast Ports.
 1, Hong Bee, British str., for Amoy.
 1, Lena, Norwegian str., for Samarang.
 1, Oslo, Norwegian str., for Cebu.
 1, Progress, German str., for Tournon.

PASSENGERS LIST.

ARRIVED.

Per *Catherine Apear*, from Calcutta, &c., Miss Dyson and Mr. J. Caldwell.
 Per *Kaisong*, from Iloilo, Miss Elimer and Mr. and Miss Stewart.
 Per *Annam*, from Shanghai, Colonel Melo, Messrs. Cooper, Addison, Thiebaut, Encormacao and Harding.
 Per *Hongkong Maru*, from San Francisco, &c., Mr. and Mrs. E. O. Brownlow, Miss Brownlow, Mrs. A. Knoff, Misses Fanny McGee and I. M. Remmele, Messrs. P. H. Brandgit, W. Danby, L. D. Bruckart, C. W. Frankel, A. H. Mansell, H. H. Robinson, C. Brigulia, F. C. Cook, J. Legg and P. Walker.
 Per *Hakata Maru*, from London, for Hongkong, Lieut. Col. and Mrs. Heron and child, Mrs. Richardson and two children, Mrs. Miss and Master Lester and child, Messrs. G. Heron, R. Sharp, G. Gittins, R. Harley, N. Braeter, N. Coughlan, W. George, N. Price, T. Duncan and W. Whitehead; for Shanghai, Mrs. G. Mackenzie and two children and Miss B. Mor-

risson; for Manila, Messrs. Bull and Mackintosh; for Kobe, Mr. and Mrs. N. B. Westerhout and two children, Messrs. Yakabe and R. Inada; for Yokohama, Rev. A. E. Webb, Dr. S. Leo, Messrs. W. H. Stone and S. Akiyoshi and Miss T. Yamada.

Per *Polynesian*, for Hongkong, from Singapore, Messrs. Siva and Kunecke; from Saigon, Mr. and Mrs. Bertrand, Messrs. Andrewa, Jean B. Kallet, Tou, L. G. Vincent, E. Schippe and A. Barfell; for Shanghai, from Marseilles, Mr. and Mrs. J. Halbrann, Mrs. Roussel Leber, Messrs. Soiro, Poitand, Ricour, Tap, Estaque, Duratier, Marin, Chappelle, Lombard, Preusselle, Condreau, Martin Georges, Gardini, Bou, Adrian, Martel, Roussel, Versepuy, Poitevin and Mathio; from Singapore, Mr. S. Johano; from Saigon, Mr. Denaire; for Yokohama, from Marseilles, Messrs. Cherfillo, Picard, Varosy, Boyer, Babert, Baudroit, Punheda, Hauteville and Pous; from Colombo, Mr. Marcel Marchand; from Singapore, Messrs. H. C. Gilland and Aoran; from Saigon, Messrs. Surchamps and Bardon; for Nagasaki, from Saigon, Mrs. Amossa and Mrs. Omata.

Per *Empress of China*, from Vancouver, Miss Nicholls, Rev. F. T. Johnson and Mr. C. C. Cohen; from Yokohama, Miss Stollard, Majors G. H. Paddock and Potts, Messrs. J. A. Edmundson, J. E. Corley, H. A. George, E. R. Halifax and N. Mumford; from Nagasaki, Mr. and Mrs. W. M. Watson and infant; from Shanghai, Mr. and Mrs. W. Dunbar.

Per *Hunan*, from Swatow, Mrs. Brown, Messrs. Danby and Pencetois.

Per *Haiching*, from Coast Ports, Mrs. Hodgins and child and Mr. B. Lewis Paton.

Per *Yawata Maru*, from Japan, for Hongkong, Mr. and Mrs. I. Yelowitz, Mrs. T. Moru, Mrs. Inouye, Mr. and Mrs. Morcovitch, Messrs. M. Takamashi and W. Inouye; for Thursday Island, Mr. K. Oda; for Sydney, Mr. and Mrs. H. E. Ramsay, Miss Dangar, Messrs. H. C. Dangar, H. Drysdale and J. W. Kirdy.

Per *Wingsang* from Shanghai, &c., Captain Anderson.

DEPARTED.

Per *Athenian*, from Hongkong, for Shanghai, Messrs. H. Locksmith, M. Christopher and M. Galdin; for Yokohama, Capt. F. C. France Hayhurst; for Vancouver, Mr. Gerrit Forbes; for London, Mr. and Mrs. C. Mack Jost.

Per *Rosetta Maru*, from Hongkong, for Manila, Mr. and Mrs. J. H. Allan, Mr. and Mrs. Hirata, Mr. and Mrs. Yamasaki, Mr. and Mrs. Hamaji, Mrs. E. Winter, Mrs. J. Lhimaco, Mrs. S. Kimura, Misses G. and E. Veler and M. Yoshida, Messrs. H. E. Richardson, O. Barretto, J. H. Thomson, E. Dalziel, B. Cosma, G. Furukawa, Chaumont, N. Nishiyama, H. Yoshino, T. Miyahara, K. Takemoto, G. Harvie, G. Bailey, Wm. F. Arnold, J. Uchigaki, F. Unzon, F. Nuritani, Ricardo Velez, J. Fukuhara, H. Kudo, H. Kaayama and John Velez.

Per *Kawachi Maru*, from Hongkong, for London, Mr. and Mrs. H. Muller, Mr. and Mrs. Stefain, Mr. and Mrs. Fuka Doi, Mrs. A. Bouchier, Mrs. N. Yemi, Misses S. Kokubu and K. Hirano, Dr. M. Kasahara, Lieut. I. Inouye, Messrs. Thos. Draper, D. Myler, C. H. Wailey, E. Teaguer, S. Sawata, W. Humphreys, J. Weech, H. Noble, G. Bishop, J. S. Cowie, W. Lord, Chs. G. Ley, S. and E. H. Banvard, F. W. Thorne, K. Toyama, Y. Takano, H. Uyeda, T. Nishima, R. Kwabara, T. Futasugi, K. Sawada Petin Sawchez.

Per *Gaelic*, for Shanghai, Messrs. H. L. Van Winkle, A. V. Apcar and A. Cowan; for Nagasaki, Mr. H. Ludeman; for Yokohama, Mr. and Mrs. R. B. Moorhead, Miss Moorhead and Mr. J. T. Dean; for San Francisco, &c., Mr. and Mrs. L. F. Weaver, Master Weaver, Capt. F. Gilmore, U.S.N., Messrs. J. Pitt, A. L. Rushmore and A. F. Baughman.

Per *Hakata Maru*, for Japan, Mr. and Mrs. G. A. Woodcock and two children, Mr. and Mrs. N. B. Winter Westerhout and two children, Rev. A. E. Webb, Lieut. P. H. Campbell, R.E., Capt. H. Hiraoka, Miss P. Yamada, Messrs. W. H. Stone, S. Sec. S. Takata, K. Yakabe, R. Inada, T. Matsuhara, T. Sakakura and T. Ando.

Printed and published by ALFRED CUNNINGHAM for the Concerned, at 14, Des Voeux Road Central, City of Victoria, Hongkong.
 London Office: 131, Fleet Street, E.C.